

The Hongkong Telegraph.

(ESTABLISHED 1861)

NEW SERIES No. 5754

號八十二月三年四十三緒光

TUESDAY, APRIL 28, 1908.

二拜禮 號八十二月四年四英港香

\$30 PER ANNUM.
SINGLE COPY, 10 CENTS.

Banks.

YOKOHAMA SPECIE BANK, LIMITED.

CAPITAL PAID-UP Yen 24,000,000
RESERVE FUNDS " 15,125,000

Head Office—YOKOHAMA.

Branches and Agencies.

TOKIO. CHEFOO.
KOBE. TIENSIN.
OSAKA. PEKIN.
NAGASAKI. NEWCHOWANG.
LONDON. DALNY.
LYONS. PORT ARTHUR.
NEW-YORK. ANTUNG.
SAN FRANCISCO. LIOYANG.
HONOLULU. MUKDEN.
BOMBAY. TIE-LING.
SHANGHAI. CHANG-CHUN.
HANKOW.

HONGKONG—INTEREST ALLOWED.
On Current Account at the rate of 2 per cent.
per annum on the Daily Balance.

On fixed deposit—
For 12 months 5% p.a.
" 6 " 4% " "
" 3 " 3% " "

TAKAO TAKAMICHI,
Manager.

Hongkong, 23rd March, 1908. [23]

INTERNATIONAL BANKING CORPORATION.

CAPITAL PAID UP GOLD \$3,250,000
ABOUT MEX \$7,222,222
RESERVE FUND GOLD \$3,250,000
ABOUT MEX \$7,222,222

HEAD OFFICE:

60 WALL STREET, NEW YORK.

LONDON OFFICE:

THREADNEEDLE HOUSE, E.O.

LONDON BANKERS:

BANK OF ENGLAND.

NATIONAL PROVINCIAL BANK OF ENGLAND, LIMITED.

THE CAPITAL AND COUNTIES BANK, LTD.

BRANCHES AND AGENTS ALL OVER THE WORLD.

THE Corporation transacts every Description of Banking and Exchange Business, receives Money in Current Account at the rate of 2% per annum on daily balances and accepts Fixed Deposits at the following rates:—
For 12 months 4% per cent. per annum.
" 6 " 3% " "
" 3 " 2% " "

No. 9, Queen's Road Central, Hongkong.

W. M. ANDERSON,
Manager.

Hongkong, 8th April, 1908. [25]

NEDERLANDSCHE HANDEL-MAATSCHAPPIJ.

(Netherlands Trading Society.)

ESTABLISHED 1824.

PAID-UP CAPITAL FL 45,000,000 (£3,750,000).

RESERVE FUND FL 5,378,375 (about £448,000).

Head Office—AMSTERDAM.

Head Agency—BATAVIA.

BRANCHES—Singapore, Penang, Shanghai, Rangoon, Samarang, Sourabaya, Chemboon, Tegal, Peralong, Pasuruan, Tjilatjap, Padang, Medan (Deli), Palembang, Kota-Radia (Acheen), Bandjermasin.

Correspondents at Macassar, Bombay, Colombo, Madras, Pondicherry, Calcutta, Bangkok, Saigon, Haiphong, Hanoi, Amoy, Yokohama, Kobe, Melbourne, Sydney, New York, San Francisco, &c.

LONDON BANKERS:

THE UNION OF LONDON AND SMITHS BANK, LIMITED.

THE Bank buys and sells and receives for collection Bills of Exchange, issues letters of credit on its Branches and correspondents in the East, on the Continent, in Great Britain, America, and Australia, and transacts banking business of every description.

INTEREST ALLOWED.

On Current Accounts 2% per annum on daily balances.

Fixed Deposits 12 months 4% per annum.

Do. 6 do. 3% do.

Do. 3 do. 2% do.

J. L. VAN HOUTEN,
Agent.

Hongkong, 18th November, 1907. [26]

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL \$15,000,000
RESERVE FUNDS " 15,125,000

Head Office—YOKOHAMA.

Branches and Agencies.

TOKIO. CHEFOO.
KOBE. TIENSIN.
OSAKA. PEKIN.
NAGASAKI. NEWCHOWANG.
LONDON. DALNY.
LYONS. PORT ARTHUR.
NEW-YORK. ANTUNG.
SAN FRANCISCO. LIOYANG.
HONOLULU. MUKDEN.
BOMBAY. TIE-LING.
SHANGHAI. CHANG-CHUN.
HANKOW.

HONGKONG—INTEREST ALLOWED.
On Current Account at the rate of 2 per cent.
per annum on the Daily Balance.

On fixed deposit—
For 12 months 5% p.a.
" 6 " 4% " "
" 3 " 3% " "

TAKAO TAKAMICHI,
Manager.

Hongkong, 23rd March, 1908. [23]

INTERNATIONAL BANKING CORPORATION.

CAPITAL PAID UP GOLD \$3,250,000
ABOUT MEX \$7,222,222
RESERVE FUND GOLD \$3,250,000
ABOUT MEX \$7,222,222

HEAD OFFICE:

60 WALL STREET, NEW YORK.

LONDON OFFICE:

THREADNEEDLE HOUSE, E.O.

LONDON BANKERS:

BANK OF ENGLAND.

NATIONAL PROVINCIAL BANK OF ENGLAND, LIMITED.

THE CAPITAL AND COUNTIES BANK, LTD.

BRANCHES AND AGENTS ALL OVER THE WORLD.

THE Corporation transacts every Description of Banking and Exchange Business, receives Money in Current Account at the rate of 2% per annum on daily balances and accepts Fixed Deposits at the following rates:—
For 12 months 4% per cent. per annum.
" 6 " 3% " "
" 3 " 2% " "

No. 9, Queen's Road Central, Hongkong.

W. M. ANDERSON,
Manager.

Hongkong, 8th April, 1908. [25]

NEDERLANDSCHE HANDEL-MAATSCHAPPIJ.

(Netherlands Trading Society.)

ESTABLISHED 1824.

PAID-UP CAPITAL FL 45,000,000 (£3,750,000).

RESERVE FUND FL 5,378,375 (about £448,000).

Head Office—AMSTERDAM.

Head Agency—BATAVIA.

BRANCHES—Singapore, Penang, Shanghai, Rangoon, Samarang, Sourabaya, Chemboon, Tegal, Peralong, Pasuruan, Tjilatjap, Padang, Medan (Deli), Palembang, Kota-Radia (Acheen), Bandjermasin.

Correspondents at Macassar, Bombay, Colombo, Madras, Pondicherry, Calcutta, Bangkok, Saigon, Haiphong, Hanoi, Amoy, Yokohama, Kobe, Melbourne, Sydney, New York, San Francisco, &c.

LONDON BANKERS:

THE UNION OF LONDON AND SMITHS BANK, LIMITED.

THE Bank buys and sells and receives for collection Bills of Exchange, issues letters of credit on its Branches and correspondents in the East, on the Continent, in Great Britain, America, and Australia, and transacts banking business of every description.

INTEREST ALLOWED.

On Current Accounts 2% per annum on daily balances.

Fixed Deposits 12 months 4% per annum.

Do. 6 do. 3% do.

Do. 3 do. 2% do.

J. L. VAN HOUTEN,
Agent.

Hongkong, 18th November, 1907. [26]

Hotels.

HONGKONG HOTEL.

FIRST CLASS AND UP-TO-DATE.

Military Band during dinner on Saturday Nights.

Hongkong, 21st June, 1907.

A. F. DAVIES,
Manager.

CONNAUGHT HOTEL,

HONGKONG.

A FIRST-CLASS EUROPEAN HOTEL

SITUATED IN THE MAIN STREET NEAR THE BANKS AND PRINCIPAL OFFICES.

STRICTLY EUROPEAN MANAGEMENT.

Wines and Spirits of the very Best Quality.

Bath to Every Room.

Hot and Cold Water Throughout.

Hotel Launch Meets all Steamers.

Special Terms for Tourists and Parties of Families.

FOR TERMS APPLY TO—

THE MANAGER & AGENT.

Mails.

PENINSULAR AND ORIENTAL

STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL ON	REMARKS.
SHANGHAI	{ DELTA Capt. G. L. Daniel	About 30th April.	Freight and Passage.
MOJI, KOBE & YOKOHAMA	{ CANDIA Capt. O. Jones, R.N.	About 30th April.	Freight only.
LONDON, &c., via usual Ports	{ DEVANHA Capt. T. H. Hyde, R.N.R.	2nd May.	See Special Advertisement.
LONDON and ANTWERP via SINGAPORE, PENANG, and COLOMBO, PORT SAID and MARSEILLES	{ NORE Capt. G. Phillips	About 6th May.	Freight and Passage.
SHANGHAI & HANKOW	{ CAYLON Capt. G. W. Babot	About 9th May.	Freight and Passage.

For Further Particulars, apply to—

F. J. ABBOTT,

Acting Superintendent.

Hongkong, 25th April 1908

Intimations.

LANE, CRAWFORD & CO.

(TELEPHONE 97).

NEW STOCK OF
SLAZENGER'S AND BUSSEY'S
TENNIS RACKETS.
\$8.00 to \$20.00 each.

TENNIS BALLS.

\$10.00 per dozen.

TENNIS NETS & POSTS.

MARKERS NET REGULATORS.

COURT MARKERS.

RANSOME'S
LAWN MOWERS.

TENNIS SHOES.

\$6.60, \$8.50 and \$10.50 per pair.

LANE, CRAWFORD & CO. [28]



Telephone No. 75.

CALDBECK, MACGREGOR & CO.,

WINE AND SPIRIT MERCHANTS,

15, Queen's Road Central.

Hongkong, 11th April, 1908. [29]



THE CITY OF PARIS,
PARISIAN DRESSMAKERS AND COURT MILLINERS,
2, PEDDER STREET, MADAME FLINT, MANAGERESS.

Just Unpacked Another Lot of
NEW SPRING GOODS.

Direct from Paris.

CHAMPAGNE.

G. H. MUMM & CO.

THE MOST POPULAR WINE

Can be had in the following qualities:
EXTRA DRY (Gout Americain).
BRUT (Cordon Rouge).

Sales in the United States exceed the total of all other Brands.

Served in all Clubs and First-class Hotels, and obtainable at all Wine Merchants in the Colony, and from Shewan, Tomes & Co., sole agents.

Shipping—Steamers

HONGKONG, CANTON, MACAO

AND

WEST RIVER STEAMERS.

JOINT SERVICE OF

THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND
THE OHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM" 2,363 Tons, "POWAN" 2,338 Tons, "FATSHAN" 2,260 Tons, "KINSHAN" 1,995 Tons, "HEUNGSHAN" 1,998 Tons.

Departures from HONGKONG to CANTON daily at 8 A.M. (Sunday excepted), 10 P.M. (Saturday excepted).

Departures from CANTON to HONGKONG daily at 8 A.M. and 5:30 P.M. (Sunday excepted).

The S.S. "POWAN" will leave Hongkong every Monday, Wednesday and Friday at 9 P.M. from the Company's Wing Lok Street Wharf, returning from Canton every Tuesday, Thursday and Saturday, at 5 P.M.

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River.

Special attention is drawn to their Superior Saloon and Cabin Accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE.

S.S. "SUI-AN" 1,651 Tons and "SUI-TAI" 1,651 Tons.

Departures from Hongkong to Macao on week days at 8 A.M. from the Company's Wing Lok Street Wharf and at 2 P.M. from the Company's Wharf.

On Sundays Special Cheap Excursions as per particulars at foot.

Departures from Macao to Hongkong on week days at 7:30 A.M. and 2 P.M.

JOINT SERVICE OF

HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.,
THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM" 588 Tons, and "NANNING" 569 Tons.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 A.M., and the other leaves Wuchow for Canton on the same days at 8:30 A.M. Round trips take about 5 days. These vessels have Superior Cabin Accommodation and are lighted throughout by electricity.

EXCURSION TO MACAO.

SUNDAY, 3rd May.

S.S. "HEUNGSHAN"

will depart from the COMPANY'S WHARF, at 9 A.M. Departure from Macao at 3 P.M. A Military Band will play selections of Music during the trip.

Popular Excursion Rates as usual.

N.B.—The Company also runs a steamer from Macao on Sunday morning at 7:30 A.M. and from Hongkong at 1 P.M. from the Company's Wharf.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LD.,
HOTEL MANSIONS, (FIRST FLOOR),
opposite the Hongkong Hotel. [26]

Hotels.

KOWLOON HOTEL,

HONGKONG.

NEEDS NO ADVERTISING.

World-Wide Reputation.
The only First-class Hotel in Kowloon.
Most charming and Popular Resort in the Colony.
Electric Lights, Fans and Call Bells.
Bath Rooms attached to Each Room.

Unrivalled for Comfort and Cuisine.
Thoroughly Up to Date with Every Modern Luxury.
Billiards and Bowling Alloys.
Moderate Terms and No Extra Modern Management.

Telegraphic Address:

"CHEF" HONGKONG.

Telephone No. 74.

O. E. OWEN,

Proprietor.

VICTORIA HOTEL,

(TELEGRAMS—VICTORIA—SHAMEN).
SHAMEN, CANTON.
ON THE BRITISH CONCESSION.
H. HAYNES,
Manager.

MACAO HOTEL,

(TELEGRAMS—FARMER—MACAO).
MACAO, CHINA.
IN THE CENTRE OF THE PRATA GRANDE.

BOTH HOTELS ELECTRICALLY LIGHTED AND UNDER EXPERIENCED EUROPEAN MANAGEMENT.

EVERY COMFORT AND CONVENIENCE FOR RESIDENTS AND TOURISTS.

Wm. FARMER, Proprietor.

HOTEL CRAIGIEBURN,

PLUNKET'S GAP, the PEAK, near the TRAM TERMINUS, Tel. 26.

For Terms, &c., apply to the

MANAGER

Hongkong, 2nd July, 1908

Mails.

NORDDEUTSCHER LLOYD,

BREMEN.

IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TO SAIL
YOKOHAMA and KOBE	"PRINZ SIGISMUND" Capt. D. Lenz	About FRIDAY, 1st May.
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP and BREMEN	"YORCK" Capt. J. Raedermann	WEDNESDAY, Noon, 6th May.
SHANGHAI, NAGASAKI, KOBE and YOKOHAMA	"BUELOW" Capt. H. Förmes	About WEDNESDAY, 6th May.
MANILA, NEWGUINEA, BRISBANE, SYDNEY and MELBOURNE	"PRINZ SIGISMUND" Capt. D. Lenz	THURSDAY, 5 P.M., 21st May.
KUDAT and SANDAKAN	"BORNEO" Capt. F. Sembill	Middle of May.

For further Particulars, apply to

NORDDEUTSCHER LLOYD.

MELCHERS & CO.,

GENERAL AGENTS, HONGKONG & CHINA.

Hongkong, 24th April, 1908.

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO and FROM EUROPE via SUEZ CANAL TO and FROM JAPAN via SHANGHAI.

FOR	STEAMERS	CAPTAINS	TO SAIL ON
SHANGHAI, KOBE, YOKOHAMA	ERNEST SIMONS	Girard	11th May, afternoon.
MARSEILLES, VIA PORTS	AUSTRALIN	Verron	12th May, 1 P.M.
SHANGHAI, KOBE, YOKOHAMA	TOKIN	Charbonnel	25th May, afternoon.
MARSEILLES, VIA PORTS	YARRA	Sellier	26th May, 1 P.M.

Transshipment on the Co's Steamers at Singapore for Batavia; at Colombo for Calcutta, Bombay and Australia; at Port Said for the Levant, Constantinople and Black Sea.

Through Tickets to London via Paris from £27.10 up to £71.10. 20 hours' railway from Marseilles to London.

Interpreters meet passengers at their arrival in Marseilles.

For further particulars, apply to

J. MILLET,

AGENT,

QUEEN'S BUILDINGS.

Hongkong, 28th April, 1908.

WEST RIVER BRITISH STEAMSHIP COMPANIES.

HONGKONG-WUCHOW LINE.

THE Steamers "LINTAN" and "SAN-UI" sail from HONGKONG TWICE A WEEK and COMPLETE THE ROUND TRIP IN 4 DAYS. These steamers have Excellent Saloon Accommodation, and are Lighted Throughout by Electricity. THE CLIMATE ON THE WEST RIVER DURING THE WINTER MONTHS IS VERY FINE AND EXHILIRATING.

For further information apply to—

BUTTERFIELD & SWIRE,

AGENTS, WEST RIVER BRITISH S.S. COMPANIES.

Hongkong, 26th March, 1908.

MESSAGERIES CANTONNAISES.

FRENCH LINE OF STEAMERS BETWEEN HONGKONG, CANTON AND KOVANG-SI.

S.S. "PAUL-BEAU," 1,000 tons, 14 knots.
S.S. "CHARLES HARDOUIN," 1,000 tons, 14 knots.

The speediest, most luxuriously appointed and punctual steamers on the line. Departure from Hongkong at 10 P.M. (Saturdays excepted). Departure from Canton at 5.15 P.M. (Sundays excepted).

These superb steamers carrying the French Mail are fitted throughout with Electric Light and Fans and were specially built for this trade. Excellent cuisine. The Company's Own Wharf near Wing Lok Street. Canton Agents—Messrs. E. Pasquet & Co. For further particulars, please apply to—

BARRETTO & CO.,

Agents.

Hongkong, 28th March, 1908.

Dentistry.

TSIN TING.

LATEST METHODS OF DENTISTRY.

STUDIO AT NO. 14, D'AGUIAR STREET.

REASONABLE FEE.

Consultation Free.

Hongkong, 28th March, 1908.

Dr. M. H. CHAUN,

THE LATEST METHOD

of the

AMERICAN SYSTEM OF DENTISTRY

35, QUEEN'S ROAD CENTRAL,

From the University of Pennsylvania, U.S.A.

(10) Hongkong, 18th April, 1908

Intimation.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.

Length inside 514 ft. Width of entrance, top 95 ft., bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

No. 2 DOCK.

Length inside, 375 ft. Width of entrance, top 60.5 ft., bottom 45.5 ft. Water on blocks, 28.5 ft. Time to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Tugboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Nos. 376, 508, or 681.

Telegrams, "Dock, Yokohama," Codes A. B. C. 4th and 5th Edt.

Liebers, Scotts, A. I. and Watkins.

Yokohama, May 23rd, 1905.

Shipping—Steamer.

JAVA-CHINA-JAPAN LIJN.

REGULAR THREE-WEEKLY SERVICE

BETWEEN

JAVA, CHINA, AND JAPAN.

Steamer.	From	Expected on or about	Will leave for	On or about
TJIBODAS	JAPAN	Second half April	JAVA	Second half April
TJIMAH	JAVA	Second half April	AMOY	First half May
TJIPANAS	JAVA	First half May	SHANGHAI	First half May
TJIKINI	JAVA	First half May	JAPAN	First half May
TJICATJAP	JAVA	Second half May	SHANGHAI	Second half May
TJILIWONG	JAPAN	Second half May	JAVA	Second half May

The Steamers are all fitted throughout with Electric Light and have Accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherland India Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to

JAVA-CHINA-JAPAN LIJN.

Telephone No. 375.

YORK BUILDINGS, 1st floor, Hongkong, 21st April, 1908.

Intimation.

IMPERIAL BREWING COMPANY, LIMITED.

PURE CREAM BEER.

For samples and prices please apply to

WINE GROWERS SUPPLY CO.

BARRETTO & CO.,

General Agents.

Hongkong, 32nd October, 1907.

Hotel.

KAMAKURA KATHIN IN HOTEL, KAMAKURA, JAPAN.

THIS modern Hotel, completely re-built, situated on the seashore within easy distance of Yokohama and Tokyo, will be opened during April, under European management.

Charges moderate.

Special terms for families.

Apply—

E. APPEL, Manager.

Hongkong, 14th April.

HEIR TO £300,000.

AMERICAN FORTUNE FOR IRISH HARNES-MAKER.

A property believed to be worth £300,000 is to come to Mr. Edward Corcoran, a Dublin harnes-maker, by the decision of the Supreme Court of Appeal in Washington, U.S.A., that he is the only heir to the estate of the late John Sullivan, of Seattle.

Mr. C. P. O'Neill, solicitor, Dublin, who has acted for Mr. Corcoran, on being seen yesterday by our Dublin correspondent, contradicted the report that had been published stating that the property had been divided between Mr. Corcoran and a Mrs. Hannah Callaghan, of Cork. Mrs. Callaghan, he says, died about four years ago, and, not having made a will, her money of the estate goes to Mr. Corcoran, who thus gets the entire property, subject to lawyers' claims.

Mr. O'Neill also ridicules the idea that the property is only worth £150,000. When he was in the State of Washington five years ago in connection with the case, he inspected the property, and has reason to believe that the value is more like £300,000. It is, he points out, an interesting fact that during the litigation the property (which consists chiefly of blocks of buildings and ground rents in the principal streets of the city of Seattle), has increased enormously in value. Owing to the disaster in San Francisco, numbers of people from that city settled in Seattle, the result being a tremendous rise in the value of the property.

ROMANCE OF A FORTUNE.

John Sullivan, whose property has been the cause of litigation, was an Irish emigrant who settled in Seattle, built up a large fortune, and created what has come to be known as the Sullivan building in that city, with 160 acres of land attached.

There were a large number of claimants, and an element of romance was introduced when on 8 March, 1907, Marie Carrau, a French tutor of languages, filed a nuncupative or verbal will alleged to have been made by deceased.

Her story, which was supported by her sister and brother-in-law, shed an interesting light on Sullivan's character. A thrifty Irishman, grown rich through judicious investment, he gave himself little time to devote to the more graceful accomplishments of life. When he had amassed his fortune, however, he sought to learn French, and through an arrangement made with the Carraus, came to live at their home as a boarder, and studied French under Marie's tuition.

THE STORY OF A WILL.

Sullivan became greatly attached to his tutor, and one night sent for her and her sister and brother-in-law. Sitting in front of the fire in the Carrau home, he told Marie, in the presence of these witnesses, that he wished to marry her, and also that his estate would go to her upon his death.

This nuncupative will was later discredited, and pronounced by Judge Fraser conceived of fraud, and a plot of a crafty mind to secure possession of valuable estate. This marked the last of Marie Carrau's appearance in the case.

Mr. Corcoran is a healthy man about 68 years of age, and has a family of five grown-up sons and daughters.

He intends to pay a visit to the States to see his property. For the last couple of years he has given up working at his trade as a harnes-maker.

A SPECIAL CORSET.

JUDGE AND LADY DISCUSS THE "REDUCTION OF EMPONPOINT."

A "corset demonstrator" braved the County-court yesterday (March 26) and sued Mrs. M. Jacques of Oxford st., for salary in lieu of notice, and for damage to a silk chiffon dress.

Plaintiff was Mrs. Jennie Shemmonds, a stylishly-dressed lady, of Bedford-rd., Clapham. She said she was engaged by defendant as a lecturer and demonstrator of a corset.

Judge Bacon: How do you "demonstrate" corsets? You cannot lecture on a pair of stays (Laughter).

Plaintiff's Solicitor: These corsets are for the cure of embonpoint, or, in legal phraseology, "suppression veri." (Laughter.)

Defendant had written saying she cancelled the arrangement because plaintiff "did not in the least understand the corsets." Unless she "loved and appreciated" the corsets she could not possibly go into the matter heart and soul. (Laughter.)

Plaintiff stated that she was "lady consultant to a very well-known physical culturist."

Judge Bacon: What on earth does that mean?

Plaintiff (loliely): Exercise for the improvement of the body.

Judge Bacon: Reduction of fat?

Plaintiff: And other things, not reduction of embonpoint alphas. (Laughter.)

Judge Bacon said plaintiff was only entitled to a week's notice, "for such rubbish," and allowed £5 5s. for damage done to her dress.

Intimations.

MUSIC LESSON.

LESSONS in Violin, Mandolins and Guitar at pupils' residence.

Evening engagements for Dances and Concerts.

Apply to—

E. J. LOPES,

C/o Hongkong Telegraph Office.

Hongkong, 9th March, 1908.

COLD STORAGE.

THE HONGKONG ICE COMPANY LTD., have now 40,000 cubic feet of COLD STORAGE available at EAST-POINT. Storage will be Open at 10 A.M. and 4 P.M. daily, Sunday excepted, to receive and deliver perishable goods.

WM. PARLANE,

Manager.

Hongkong, 2nd June, 1905.

Consignees.

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENAVON," FROM ANTWERP, LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 29th inst. will be subject to rent.

All Claims against the Steamer must be presented to the Underigned on or before the 5th prox., or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 29th inst., at 11 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by GIBB, LIVINGSTON & Co., Agents.

Hongkong, 22nd April, 1908.

FROM EUROPE.

THE H. A. L. Steamship.

"BRISGAVIA."

Captain Girstenbrau, having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Underigned and to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before TO-DAY.

Any Cargo impeding her discharge will be landed at Consignee's risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, and stored at Consignee's risk and expense.

All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 1st of May, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 3rd April, at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE, Hongkong Office.

Hongkong, 24th April, 1908.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co's Steamer

"SUMATRA"

FROM ANTWERP, LONDON, MALTA, PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named steamer are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out, marked by mark, and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary before 6 hours.

Goods not cleared by the 30th inst., at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignee's and the Company's representative at an appointed hour.

All claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognized.

No claims will be admitted after the goods have left the Godowns.

F. J. ABBOTT, Acting Superintendent.

Hongkong, 24th April, 1908.

S.S. "YARR"

COMPAGNIE DES MESSAGERIES MARITIMES

NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London and Havre ex s.s. "Mede" in connection with above Steamer are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded unless intimation is received from the Consignee before Noon, TO-DAY, requesting it to be landed here.

Bills of Lading will be countersigned by the Underigned. Goods remaining unclaimed after MONDAY, the 4th May, at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 4th May, or they will not be recognized.

All damaged packages will be examined on MONDAY, the 4th May, at 3 P.M.

No Fire Insurance has been effected.

J. MILLET, Agent.

Hongkong, 27th April, 1908.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

The Company's Steamship

"KUTSANG."

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after 4 P.M. the 30th inst., will be landed at Consignee's risk and expense.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Ltd., General Managers.

Hongkong, 27th April, 1908.

Intimation.

Wm. Powell, Ltd.,
ALEXANDRA BUILDINGS.

ABSOLUTE NOVELTIES.

Organdi Muslins:
Bordered Robes:
Figured Voiles:

THE HOUSE FOR LATEST FASHIONS.

Mercerised Lawns:
Stripe Zephyrs:

Costume Linens:

DAINTY FABRICS FOR PRESENT WEAR.

W.M. POWELL, LTD.,
Des Voeux Road,
and
28, Queen's Road,
HONGKONG.

Hongkong, 28th April, 1908.

Auctions.

E. R. PUBLIC AUCTION.

THE Undersigned have received instructions to sell by PUBLIC AUCTION, TO-MORROW, the 29th April, 1908, at 10 A.M., at Army Ordnance Stores, Queen's Road East, THE FOLLOWING GOVERNMENT STORES AT THE ARSENAL YARD:— COLOURED LANTERNS, WEIGHING SCALES, GUN ETAL WEIGHTS, EAR-THENWARE FILTERS, COPPER FUNNELS, LIFE BOATS, OLD MANGANESE BRONZE, BRASS, GUNMETAL, COPPER, LEAD, WHITE METAL, ZINC, STEEL, CAST, WROUGHT AND GALVANIZED IRON, LEATHER, CROUCH, TARPED BLANKETS, TENT DUCK, TARRED AND PLAIN CANVAS, ROPE, DOUGLASS, BUNTING, WOOLLEN RAGS, OLD WOOD, IRON DRUMS AND CYLINDERS, PAINT KEGS, PACKING CASES, &c., &c. A Large Quantity of CLOTHING. Catalogues can be had at the Ordnance Office from the Auctioneers. TERMS OF SALE:—Cash on delivery. All faults and errors of descriptions at Purchasers' risk, on the fall of the hammer. All lots to be cleared within 48 hours. HUGHES & HOUGH, Auctioneers. Hongkong, 28th April, 1908. [451]

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by PUBLIC AUCTION, on THURSDAY, the 30th April, 1908, at 2.30 P.M., at their Sales Rooms, No. 8, Des Voeux Road, corner of Ice House Street, SUNDRY VALUABLE HOUSEHOLD FURNITURE. Comprising:— DOUBLE and SINGLE IRON BED-STEADS and MATTRESSSES, TEAKWOOD WARDROBES with BEVELLED GLASS, OVERMANTELS with BEVELLED GLASS, SIDEBOARD, and DINNER WAGGONS with BEVELLED GLASS, MARBLE TOP WASHSTANDS, DOUBLE TEAKWOOD WARDROBES with BEVELLED GLASS, TAPESTRY COVERED DRAWING ROOM SUITE, GLASS, CROCKERY and E.P. WARE, TIENTSIN CARRIAGES, and RUGS, COOKING STOVE and UTENSILS, &c., &c. ALSO, ONE UPRIGHT IRON GRAND PIANO by The Robinson Piano Co. Catalogues will be issued. TERMS:—As usual. HUGHES & HOUGH, Auctioneers. Hongkong, 28th April, 1908. [449]

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by PUBLIC AUCTION, FOR ACCOUNT OF THE CONCERNED, on FRIDAY and SATURDAY, the 1st and 2nd May, 1908, at 2.30 P.M., at their Sales Rooms, No. 8, Des Voeux Road, corner of Ice House Street, A LARGE ASSORTMENT OF JAPANESE CURIOS. Comprising:— CARVED CHERRYWOOD SOFAS, TABLES, CHAIRS, STANDS, MOTHER-OF-PEARL INLAID SCREENS and PARASOLS, SILK-EMBROIDERED SCREENS and PARASOLS, WALL HANGINGS, KINKOSAN SATSUMA VASES, BOWLS, CARVED-BRASS and BRONZE BOWL and VASES, IVORY CARVINGS, TORTOISE-SHELL ORNAMENTS, ARITA and MAKUJU WARE, OLD IVORY, NETSUKES, INRO LACQUERED WARE, BUDDHAS and TEMPLE ORNAMENTS, OLD CLOISONNE VASES, &c. Catalogues will be issued. TERMS:—As usual. HUGHES & HOUGH, Auctioneers. Hongkong, 27th April, 1908. [448]

Public Company

THE HONGKONG ELECTRIC CO., LD. NOTICE is hereby given that the NINETEENTH ORDINARY GENERAL MEETING OF THE SHAREHOLDERS will be held at the Company's Offices, 5, George's Building, on SATURDAY, the 2nd May, at 12 o'clock Noon, for the purpose of presenting the Report of the Directors, together with a statement of Accounts to 29th February, 1908, and electing Directors and Auditors. The TRANSFER BOOKS of the Company will be CLOSED from 18th April to 2nd May, both days inclusive. By Order of the Board of Directors, GIBB, LIVINGSTON & Co., Agents. Hongkong, 13th April, 1908. [421]

Notice of Firm

INTERNATIONAL SLEEPING-CAR and EXPRESS TRAINS Co. (THE GREAT TRANS-SIBERIAN ROUTE TO EUROPE.)

HAVING been appointed AGENTS for the above Company, we shall be pleased to give any information as to rates of passage, &c., in connection with above. SHEWAN, TOMES & Co. Agents. Hongkong, 31st July, 1907. [47]

MR. KEIR-HARDIE.

STORY OF HIS WORLD-WIDE WANDERINGS.

Mr. Keir Hardie reached Plymouth yesterday (March 24) by the Aberdeen liner Moravian, and after being breakfasted by a few local admirers he left for London on his way to his home in Scotland.

Mr. Hardie has been abroad since July last, and has visited Canada, Japan, Hongkong, the Straits Settlements, India, Australia, and South Africa.

Interviewed, he said he had been restored to health, but still felt some of the effects of the motor-car accident which happened to him in New Zealand, when he was hurled 38ft. over an embankment. He left Canada with the impression that for the time the colony is overpopulated, and that a good deal of distress prevails consequent upon unemployment.

JAPAN WORSENING.

In Japan he saw signs that the condition of the people industrially was worsening, owing to too rapid development commercially.

In India he found deep poverty and distress. After visiting Hongkong and Shanghai Mr. Hardie touched at the Straits Settlements, where he was entertained at Government House. On his way to India his first impressions of the Indian Empire were obtained at Colombo, whence he proceeded to Calcutta, Bombay, and Simla.

In the Straits Settlements he noticed that excellent provision was made for the protection and importation of labour—Chinese and Indian coolie labour. As far as he could see, if the necessity for this labour was admitted, the arrangements were as humane and as good as the law could make them.

THE POOR HINDU.

Speaking of the poor Hindu, he said he was struck by the poverty-stricken condition of the people in the villages. The misery of the situation was enhanced by famine and plague.

Talking of Australia, Mr. Hardie said the principal feature which attracted his attention was the way in which land was held in big estates. In South Australia, for instance, there were cases he knew where farmers had to migrate to neighbouring colonies owing to the difficulty of securing land. Efforts were being made to impose a graduated land tax, with a view to breaking up these big estates and making them available for closer settlements.

LABOUR POLITICS.

Proceeding, Mr. Hardie remarked that the Labour party played considerable part in State and Federal politics in Australia, and had everywhere won golden opinions, as it was recognised that they legislated for the common good of the Commonwealth, and not of one section of the community. It was a common remark of business men in such places as Sydney and Melbourne to openly express a preference for a Labour Government over almost any others.

Mr. Hardie said New Zealand was the nearest approach to the ideal State that he had seen in the course of his travels. Everywhere there was an air of prosperity, largely due to the Socialistic legislation of the New Zealand Government.

Speaking of South Africa he said there was general depression, and distress, and distrust, and suspicion of everyone and everything throughout the whole of the colonies. It appeared to him that there was a distinct feeling of relief that the Dutch were in office. Asked whether that feeling extended to the British, he answered in the affirmative, excepting only a small and irresponsible jingo section.

LORD RECTORSHIP.

With regard to the invitation to become a candidate for the Lord Rectorship of the Glasgow University, Mr. Keir Hardie said he would have to consider the matter.

Mr. Keir Hardie, with his wife, left for Glasgow last evening.

CAN CONSUMPTION BE STAMPED OUT?

FIGHTING THE GREAT WHITE PLAGUE.

The prominence which has been given to consumption and its treatment of late years has erroneously led many people to think that the disease is spreading and accounting for an increased number of deaths every day. As a matter of fact, recent statistics show that in the last fifty years consumption has declined considerably as to point to a possibility in the near future of its disappearance from the country altogether, just as other maladies, such as leprosy and typhus fever, have disappeared in the past. In 1838 the deaths from consumption were over 39 in every 10,000 persons. In 1906 the deaths were 11 per 10,000—figures which are distinctly encouraging to those who are engaged in fighting the great white plague.

At the same time consumption is still killing over 40,000 people in this country alone every year, and it is with a view to further combating the disease that a Royal Commission is now sitting to report with regard to tuberculosis, and national sanatoria are being erected. There are already many sanatoria, both in this country and on the Continent, but the majority of them are private institutions. There is no doubt, however, that the best means of curing a consumptive person is to send him or her, in the early stages of the disease, to a sanatorium, where those curative essentials—abundance of fresh air, sunshine, proper diet, and exercise—can be properly administered.

For, so far as medical knowledge extends meantime, Nature is undoubtedly the best consumption cure, although protective inoculation and internal antiseptic treatment are undergoing investigation, and, like the Koch treatment by injection of tuberculin, have cured many cases. But they have not, up to the present, proved quite so efficacious as could be desired.

It may not be uninteresting to mention here some of the remarkable consumption cures which have been advocated of late years. The latest marvel of surgery is a wonderful operation recently performed in London, by which the diseased portion of a consumptive patient's lung

was successfully cut away. A special instrument has been invented for stapling the flow of blood which usually rushes out when the lung is cut, with such rapidity that the patient bleeds to death in a few minutes, and the result of the operation seems to point to the fact that the surgeon, as well as the physician, will be able to cure phthisis in the future.

Another recent cure is the sea water treatment, in which the Duchess of Sutherland is keenly interested. Injections of pure sea-water, it is claimed, will effectively cure the disease, and the success with this method has been such that it has been adopted by several Paris hospitals.

Several other consumption "cure" injections have been tried of late years. Five years ago Dr. W. J. Fralick, one of the most eminent physicians of New York, gave a public demonstration in the Metropolitan Hospital of a new remedy for tuberculosis with which he claims to have successfully treated many patients. Briefly, his method of treatment is as follows. Incisions are made in the veins at the bend of the elbow, and into these are introduced glass needles connected by rubber tubes with glass funnels, into which a liquid, having properties similar to those existing in all normal blood, is poured, and thus carried into the blood currents, every part of the system being brought into contact with the new agency within three minutes. Several infusions, Dr. Fralick says, are necessary to obliterate the bacteria. Ten would be the utmost required in any case, at the rate of one or two infusions a week.

Four months after Dr. Fralick's demonstration, Dr. Livet, the head of a hospital for consumptives founded at Roubaix, gave an account before a weekly meeting of the Academy of Medicine in Paris of a year's fight with phthisis by means of a somewhat similar method to that advocated by the New York physician. The experiment was tried of injecting a liquid composed of extracts from plants found in Chili and Columbia, which have already been employed separately with fair success in Germany, Belgium, and the United States. Of 130 patients treated with this process at the Roubaix home 84 per cent. recovered, improvement being noticeable within a few days from the beginning of the treatment.

What is known as the "light" treatment has also met with decided success. Professor Finsen has effected some remarkable cures by means of a special electric lamp, combined with concentrated rays of the sun. This was an advancement on the idea of Dr. J. Mount-Bleyer, the well-known specialist on lung and throat diseases, who eight or nine years ago asserted that by extracting the ultra-violet and other rays from the sunshine and showering them upon the human body microbes could be destroyed and consumption cured. The rays were collected by means of glass houses, with various coloured panes of glass in the roof under which the patient sat.

To a certain extent Dr. Mount-Bleyer's idea was adopted five years ago in this country at a certain hospital. The patient was placed in a glass cubicle, but, instead of relying on the ultra-violet and other rays to effect a cure, the patient was given a constant supply of rarefied air, specially treated by ozone on an extended scale.

These and many other cures have been tried with more or less success; but consumption as a disease to which the old saying, "Prevention is better than cure," applies with particular force, and simple prevention will go far towards stamping it out.

Intimation.

50 PER CENT LESS.

WE WILL SELL OUR ENTIRE STOCK OF BICYCLES and ACCESSORIES at 50 % less than usual prices for one week only, to clear our old stock and make room for our new shops at Nos. 33 & 35, Des Voeux Road.

Begin from TUESDAY, the 3rd MARCH. Remember we will Remove to our Shops on the 7th inst.

DRAGON CYCLE DEPOT,

11, D'AGUILAR ST.

Hongkong, 2nd March, 1908.

Intimations.

WHERE ARE YOU GOING?

WHY, TO CHAZALON & CO.,

6, QUEEN'S ROAD CENTRAL, Where I am sure to find the best

FRENCH BONBONS,

LIQUEURS,

BURGUNDY,

BORDEAUX,

CHAMPAGNE

and CLARET.

Hongkong, 20th January, 1908. 153

JAPANESE MASSAGE,

F. KAWASAKI.

GRADUATE of KOBE MASSAGE SCHOOL,

No. 36, PRAYA EAST, WANCHAI,

HONGKONG,

Telephone 204.

TERMS:

SINGLE ENGAGEMENT (one hour)...\$ 2

ONE WEEK 10

ONE MONTH 30

Attendance at Patients' Residence.

Hongkong, 31st March, 1908. 1379

LEE YEE

HAIR DRESSING SALOON.

HAS ALWAYS ON HAND

CIGARS, CIGARETTES

AND

TOILET REQUISITES

FOR SALE.

12, D'AGUILAR STREET,

HONGKONG.

Hongkong, 1st September, 1907. 116

THE CHINA PROVIDENT LOAN AND MORTGAGE CO., LD.

(CAPITAL PAID UP\$1,250,000)

Loans on Mortgage of House Property, &c.

Goods received on Storage.

Advances made on Merchandise.

Loans made on the Provident System.

(Rates and Particulars on application).

THE OFFICE OF

TRUSTEE, EXECUTOR OF WILLS,

ATTORNEY, &c.,

Undertaken and Executed.

SHEWAN, TOMES & Co.

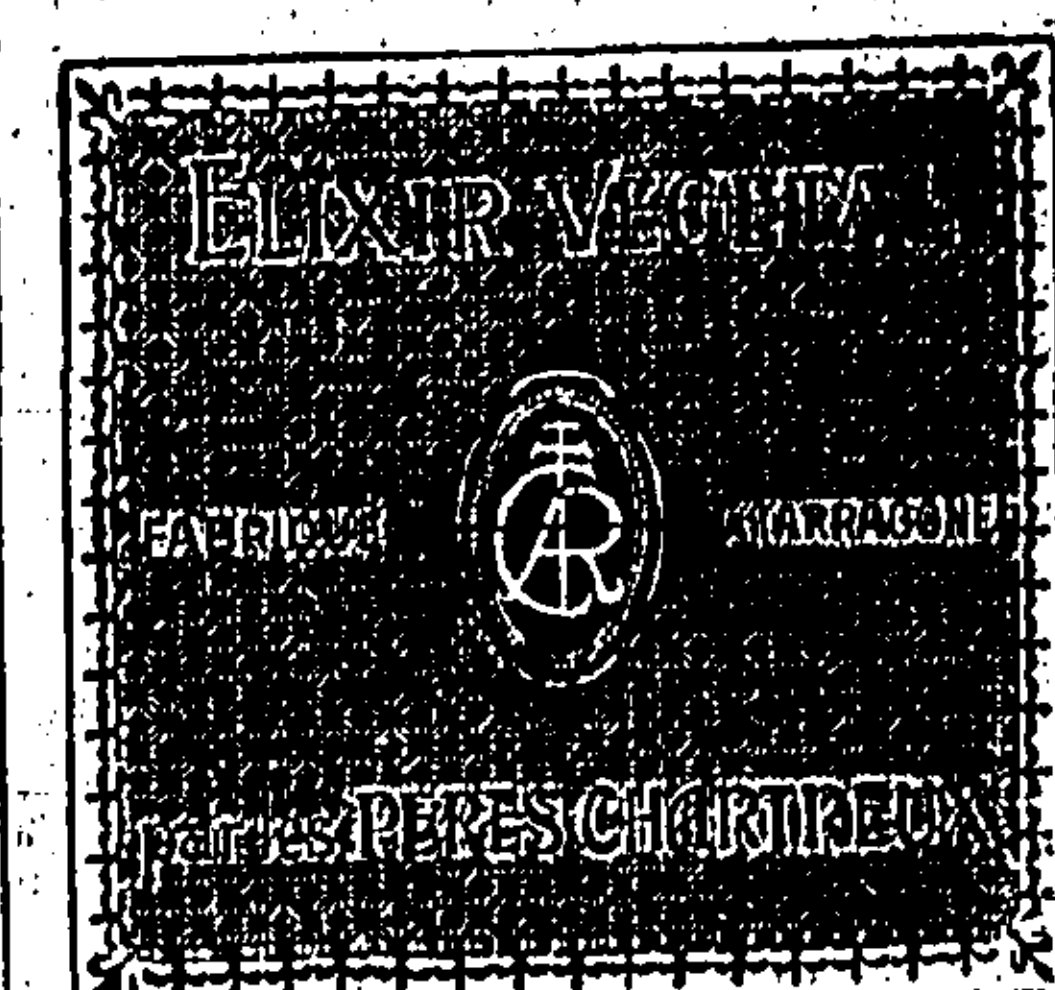
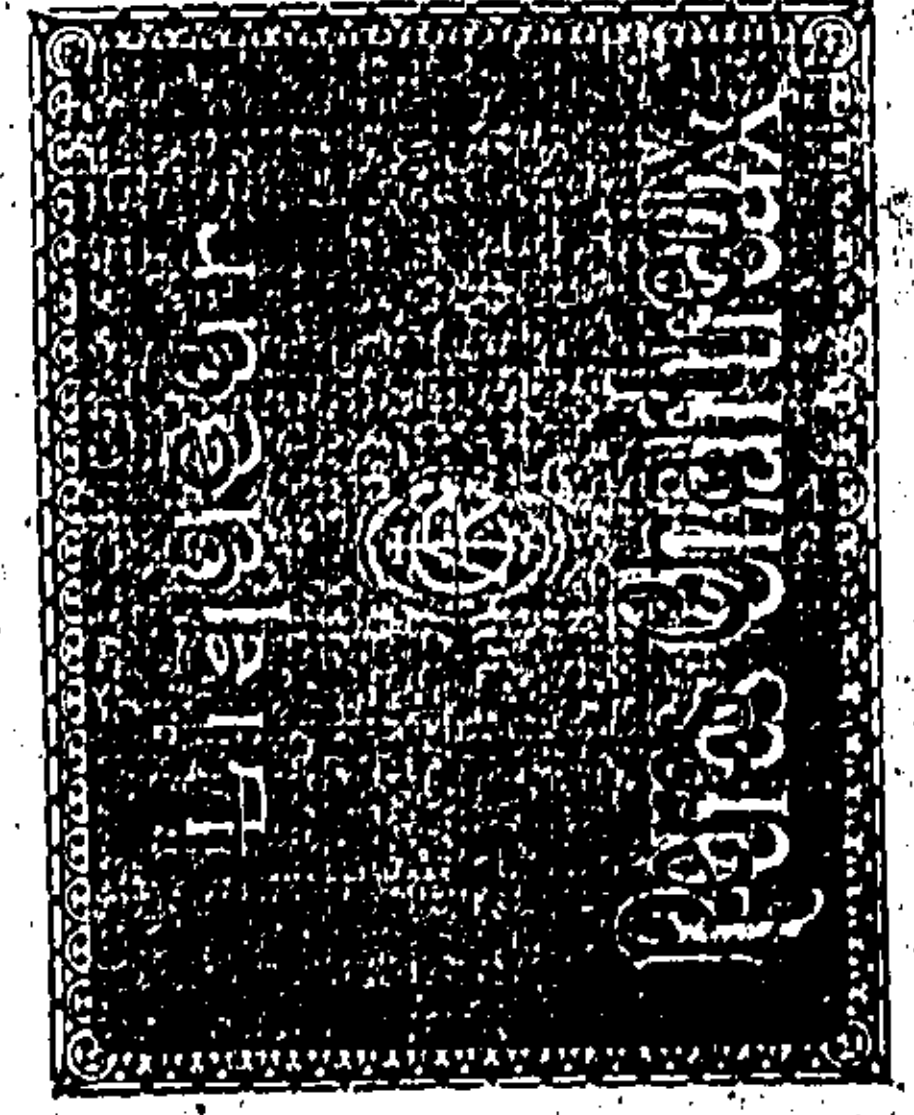
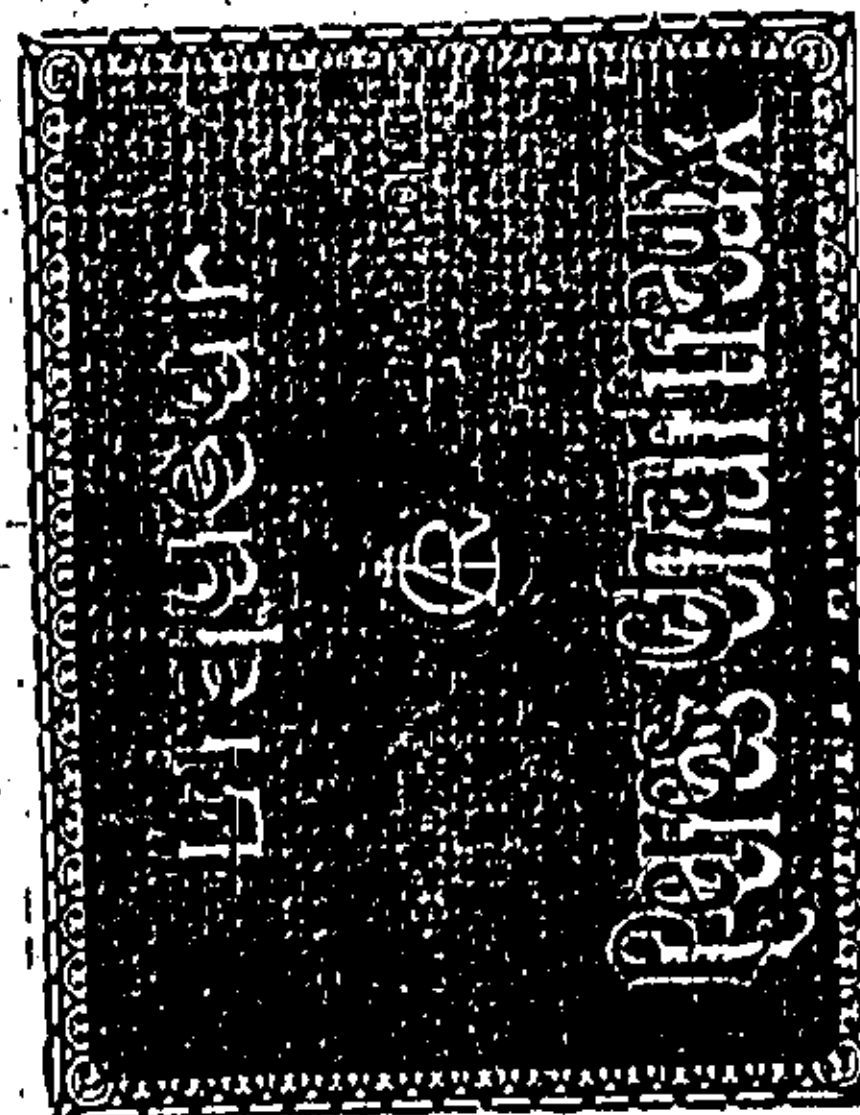
General Managers.

Hongkong, 19th March, 1908.

THE TRADE MARKS ORDINANCE, 1898.

Application for Registration of Trade Marks.

NOTICE is hereby given that LA UNION AGRICOLA SOCIEDAD ANONIMA of Tiana, Province of Barcelona, Kingdom of Spain, carrying on business as Wine Merchants, &c., has, on the 7th day of September 1904 applied for the registration in Hongkong in the Register of Trade Marks of the following Trade Marks:—



in the name of LA UNION AGRICOLA SOCIEDAD ANONIMA who claim to be the sole proprietors thereof. The Trade Marks are intended to be used by the Applicant, forthwith, in respect of the following goods:—

Liqueurs, in Class 43. Facsimiles of the Trade Marks can be seen at the Office of the Colonial Secretary at Hongkong and also at the Office of the undersigned. Dated the 27th day of March, 1908.

MATTHEW J. D. STEPHENS,

Solicitor for the Applicant.

Intimations.

A. S. WATSON & CO.,
LIMITED.

ESTABLISHED A.D. 1841.

WINE AND SPIRIT MERCHANTS.

WATSON'S

E

VERY OLD LIQUEUR

SCOTCH

WHISKY

A Blend of the Finest Pure Malt
Whiskies distilled in Scotland

or

GENUINE AGE

AND

FINE MELLOW

FLAVOUR.

Per Case - - - \$16.50

Watson's

D. SHERRY

SUPERIOR PALE DRY.

Per Dozen - - - \$19.50

A VERY FINE WINE, POPULAR
THROUGHOUT THE FAR EAST.A. S. WATSON & CO.,
LIMITED.

ALEXANDRA BUILDINGS.

Hongkong, 7th April, 1908. [33]

BIRTH.

AAGAARD—On April 27, 1908, at 1 Austin
Avenue, Kowloon, Hongkong, the wife of
BJARNE AAGAARD, of a son. [453]

The Hongkong Telegraph

HONGKONG, TUESDAY, APRIL 28, 1908.

THE STATUS OF MACAO.

The *Tatu Maru* incident brought under the limelight of international prominence the status of the little, yet not unimportant, Portuguese settlement of Macao, the first European *pied à terre* on the threshold of the great Empire of China. Yesterday we reproduced from the columns of a London contemporary a very readable article on the status of the neighbouring Portuguese colony viewed in its relation to international questions as between England (because of the proximity of Hongkong), China and Portugal. In reference to the London paper's article our attention is directed to-day to a communication appearing in the Lisbon paper, *Journal das Colonias*, whose columns are devoted exclusively to Portuguese colonial affairs. The communication in question to our Portuguese contemporary is from a correspondent at Macao, and deals with the question on the *topis* as regards the delimitations of the boundaries of Macao. Since the question is of some moment at the present stage of international affairs in South China, we make no excuse for giving a translation of the article which in effect gives the Portuguese views of the boundary question as affecting the neighbouring colony. The Macao correspondent writes that the English and Chinese newspapers have published the report that the Government at Peking is despatching to South China an Imperial Commissioner charged with the duty of conferring with the Government of Macao on the question of the delimitation of the boundaries of that colony. As regards this matter, the correspondent considers it his duty to state that the Lisbon Protocol signed by H.E. Henrique de Barros Gomes, Minister for Foreign Affairs, on behalf of Portugal, and by Mr. Duncan Campbell, Commissioner of the Chinese Imperial Maritime Customs, on behalf of China, was the first international document in which China recognised the sovereignty of Portu-

gal over Macao. Art. 2 of the said Protocol states that "China confirms perpetual occupation and government of Macao and its dependencies by Portugal, as any other Portuguese possession." This same declaration was later confirmed by the Luso-Chinese Treaty, signed at Peking on the 1st December, 1887, Art. 2 of which reads: "China confirms in its entirety the second article of the Protocol of Lisbon, relating to the perpetual occupation and government of Macao by Portugal." It was stipulated that the commissioners of the two Governments would proceed with the respective delimitation, which would be defined by a special commissioner, but so long as the boundaries were not made, all would remain as was then actually found, without being added to, reduced or altered by either of the parties. That delimitation has not been made up to the present day. Recently, there arose an incident in the inner harbour of Macao which supplied the motive for the eagerness of the Chinese Government to proceed with the prescribed delimitation. According to public report, the incident arose in this way. The Chinese fishing boats that used to anchor along the coast of Lappa were in the habit of going to the Harbour Office at Macao to register themselves and to obtain their licences, but they used at the same time to proceed to Lappa and obtain licences from the Chinese authorities there. Knowing this, the harbour-master of Macao prohibited the boats from repeating the farce of taking two licences, seeing that they came to anchor in the inner harbour of Macao, which is under Portuguese jurisdiction, and one day, the correspondent did not know for certain why, he ordered the vessels to leave their anchorage on the Lappa side to anchor nearer the Portuguese shore. The Chinese authorities at Lappa lodged a complaint with the Mandarin at Casa Branca, which was referred to the Viceroy, stating that Portugal had over-stepped her limits and invaded Chinese territorial waters; therefore, there has been a violation of Treaty and hence it was expedient to proceed with the delimitation. It is stated that lengthy communications have been exchanged between the Viceroy of Canton and the Consul for Portugal regarding this matter. The Chinese newspapers in Canton published portions of the correspondence and have continually published articles instigating the authorities and alleging that Portugal committed a breach of China's sovereignty, by invading Chinese waters and compelling Chinese subjects to anchor within Portuguese waters. It is said that the language employed by the Chinese press was both hostile and insolent. Meetings have been held in the city of Heungshan which always terminated by urging the delimitation of Macao, under the pretext that not only is the waters of the inner harbour, but also on land, Portugal had encroached on Chinese territory, by going beyond the city walls, thus implying that Portuguese jurisdiction should be restricted to territory within the walls. In the course of the discussion, it was brought to the notice of the meeting, as an act of Portuguese barbarity, the fact of the expropriation and burning of a few maheshs and hovels which existed in the village of Lung Tim-chim opposite the Flora gardens. According to what is published in the newspapers it is known that the Government of Macao had asserted its rights under Art. 2 of the Luso-Chinese Treaty of 1887, above mentioned, wherein it is stated that, so long as the boundaries of Macao are not defined by special convention the *status quo* would be maintained without addition, reduction, or alteration by either of the parties. China argues that, with reference to the inner harbour, according to international rights, where a river or an arm of the sea washes two opposite shores, belonging to two nations, the river should be divided in the middle by an imaginary line, each country claiming the respective half on the side of the shore belonging to her. It must, however, be stated that, in the not remote past, there was no Chinese population in Lappa; therefore, Chinese jurisdiction over the waters of the inner harbour of Macao was never thought of. The Portuguese authorities exercised their command over there. Neither did the Chinese Customs cruisers cross the mouth of the river for Chin-san or Casa Branca without asking the licence of the harbour master or the commander of the warship anchored in the harbour. And foreign warships, including Chinese, anchored in the inner harbour at places indicated by the harbour master, so that it was Portuguese authority that exercised full jurisdiction over the entire waters of the inner harbour. Such in the *status quo* which Portugal claims, and it is a just demand. But the Chinese adhere to international rights in their arguments. The correspondent of the Lisbon Journal inquires: "What will be the result of this discussion? Will the inner harbour be divided between Portugal and China?" He answers his own questions thus: "It will be a misfortune and a disgrace if it so happens. It is necessary for the Government to be on its guard to avoid unpleasantness." The correspondent proceeds to comment that there was great negligence in not having thought earlier of the delimitation, which possibly

might have been easy of solution in the past, but which now presents difficulties because of the agitation against foreigners. It suffices to read the heated discussions at the meetings and the articles in the Chinese newspapers because Great Britain sent a few gunboats to the West River to exterminate the pirates who infested that river. In former times the Mandarins and the Chinese people would have been loud in their thanks for the good service which Great Britain has rendered to China. But to-day when the patriotic sentiment prevails in China, and exhibits extreme susceptibility, the Mandarins and the populace furiously upbraid England and the Government at Peking for so valuable a service which redounds to the benefit of the Chinese people—a service which China, through her moral laxity, failed to render up till the present. The Chinese papers constantly excite the public mind against Macao and the Portuguese because of the incident that occurred in the inner harbour, even though little importance attached to that incident. But the intention to promote and foster ill-feeling and hostility is a danger, against which it would be well to be on the guard. We have thus given in detail the Portuguese view of the delimitation question, and though, it remains in abeyance in the meantime, it is certain to crop up with perennial regularity in the future as it has in the past, until some adequate solution can be found satisfactory both to the Government of Portugal and to China.

LOCAL AND GENERAL.

From Friday, 1st proximo, reveille will sound at 5.45 a.m. and retreat at 6.50 p.m.

The railway across Formosa has been opened. Ten hours is the length of time that it takes to make the journey between Taipei and Tainan.

The directors of the China Import and Export Lumber Co., Ltd., have decided to recommend at the annual general meeting the payment of the usual annual dividend of ten per cent for the year 1907.

Thirty ravers in the Chung-chyong province, recently supposing that Prince Itō was returning to Seoul overland, removed seventeen spikes from the sleepers of the railway. The conspirators disappeared before the arrival of the troops.

The financial conference at Osaka between representatives of banks and clearing houses, at which approval was expressed of the Government's financial policy, is fizzling out. It has been agreed that moderate overtures shall be made to the Government.

The *Daitchi Kyojo Maru*, which arrived at Shanghai on 16th instant, was accompanied by two new torpedo-boats for the Chinese Navy—the *Huigen* and the *Huening*. The torpedo-boats are berthed alongside the Japanese steamer to receive their armament.

The Minister of the Household, Major-General Count Tanaka, G.C.V.O., gave a luncheon on 23rd inst., in the Shiba Detached Palace, in honour of the German Admiral von Koser. A similar function was to be given on 24th inst. in honour of the French Admiral Perrin.

Our well-known Chinese contemporary, *Shung Po*, is advised from Peking that the Board of Revenue has notified the Provincial authorities not to permit the circulation of notes issued by Foreign banks in the interior of China; their circulation should be confined to the Treaty ports only.

We are informed by Mr. Somerset Playne that he has received the following cable from London: "H.R.H. the Prince of Wales has graciously accepted a copy of '20th Century Impressions of Straits Settlements and F.M.S.' compiled and published by Lloyd's Greater Britain Publishing Co., Ltd."

The union of farmers in the northern districts of German East Africa has been considering the question of importing coolies into the German colonies. Reports received from Canton, Hongkong, Nanking and Amoy showed, however, that the engagement of coolies according to the usual agreements would be too costly, and the scheme appeared unacceptable.

The appropriation for the building of American consular buildings in the Orient has been passed by the U. S. Congress. Senator Callom was its sponsor and Secretary of War Taft aided Secretary of State Root in urging its passage. The structures planned for are to be in Shanghai, Hongkong, Yokohama, Chemulpo, Nagasaki, and other ports of China, Japan and Korea. The amount is \$1,375,443 (gold), which is to include the purchase of land and erection of Consulates in the sixteen leading commercial centres of these countries.

There was no hesitation or conciliation in the methods of Senhor Franco, the ex-Premier of Portugal, whose dictatorial policy is said to be largely responsible for the recent terrible tragedy at Lisbon. When a group of well-known Portuguese Liberals objected to the Dictator's autocratic methods, Senhor Franco invited them to meet him to discuss their objections. The place of assemblage was the admiral's cabin on board a warship lying in the Tagus. The opponents to the Dictatorship went on board unsuspectingly. For some minutes they reviewed the situation with the Dictator. Suddenly the Senator excused himself and left the cabin, and in a few minutes the Liberals on board realised that the ship was moving. They found they had been sentenced to exile by the Dictator, and the ship had already started on its journey to one of the Portuguese colonies.

THE SANITARY BOARD.

FORTNIGHTLY MEETING.

Members of the Sanitary Board met in the Board Room this afternoon. The following business occupied their attention. The Hon. Principal Civil Medical Officer was in the chair, RINDERPEST.

The following letter was received by the Secretary of the Sanitary Board, from the Colonial Veterinary Surgeon, reporting the end of rinderpest at the Dairy Farm cowshed. The letter reads:—I have the honour to report that the outbreak of rinderpest at the Dairy Farm Company's premises has come to an end.

The net result has been that out of 183 in contact cattle 68 have died. The 68 deaths are made up of 29 cows, 16 heifers, and 23 calves. Of the total in contact cattle 15 were immune, owing to having had the disease in former epidemics. This gives 163 susceptible cattle with mortality of 40.4%. The treatment was on the usual lines of anti-rinderpest serum treatment. Cows recovered from former outbreaks were taken and inoculated with virulent blood from sick cows. They gave a temperature reaction but did not develop the disease. When the reaction subsided, a further dose of virulent blood was given, until no reaction could be obtained. The serum from these cows was given to sick cows. At the beginning of the outbreak, the serum was naturally less potent than towards the end and the death rate was higher. It was also the means of conveying piropiasmosis to the sick cattle. This combined with abortion gave a heavy death rate at the beginning. As the serum became more potent and the results more satisfactory it was decided to place calves in contact with the disease and when they thus contracted it naturally immune serum was given. The first experimental lot of five had one death, then seventeen were tried with no deaths, until all the calves of suitable age had been treated. When it was decided to treat the calves in this manner the only obstacle was red water. This was got rid of by twice freezing the serum and then thawing it, the organism being apparently unable to resist this while the "anti" qualities of the serum seemed unaltered. The freezing of the serum was the result of a suggestion from Dr. Heanley, of the Bacteriological Department.

(Sd.), ADAM GIBSON,
C. V. S.

22nd April.

PUBLIC HEALTH ORDINANCE.

The report of the architects on the proposed Public Health and Buildings Amendment Ordinance was submitted. The report, which is dated March 31, and is signed by Messrs. Leigh and Orange and Messrs. Palmer and Turner, reads:—We have carefully studied the proposed Public Health and Buildings Amendment Ordinance, 1908, and have the honour to hand you herewith a copy of the Ordinance and its objects and reasons interlarded with our remarks.

We have indicated the clauses in the Bill which we consider invite criticism, and have endeavoured to show clearly the effect the alterations will have upon the interests of the property-owners and ratepayers.

We must call attention to our previous report upon the draft for the Bill now being amended, viz., No. 1 of 1903. We then protested against the power intended to be placed in the hands of one man, the Sanitary Commissioner, and after discussion the same was then vested in the "Board"; this Bill again proposes to do it, but instead of the Sanitary Commissioner introduces the "head of the Sanitary Department," (a title), who shall be responsible for the administration of the Sanitary Department. One man! Such parts of the power as are taken from the "Board" altogether, are vested in the Building Authority—one man again!

Section 175 is not dealt with, and the words "by the owner" remain. Their effect after nearly five years of costly experience is well known and an excellent opportunity arises for their deletion.

Section 176 retains the provision for setting back from any slope or declivity, "one fourth the height of the building," instead of one-fourth the height of the declivity, which is obviously the correct wording.

Our predictions as to the effect of the abolition of cubicles in driving thousands out of the Colony, and affecting the cost of labour have proved to be lamentably correct.

We again protest against the injustice of legislation which is entirely aimed at the person most easily punished, viz., the landlord; in nearly all cases of nuisance the tenant is the transgressor, but because he is difficult to catch and prosecute he goes free, while the landlord is forced to employ expert assistance, and is put to expense and annoyance.

We call attention to the serious drop in the value of property since the passing of Ordinance No. 1 of 1903. This is not entirely due to over-speculation, and trade depression, as some aver; but it is largely accounted for by the reduction in the earning power of the buildings as now required.

Houses cost more and accommodate fewer persons, and consequently command less rent. The revenue from premia on lands leased by the Crown has fallen heavily, the confidence of the Chinese in the Government has been shaken, and they now hesitate to invest money in real estate in the Colony.

In conclusion we suggest that an interview at which we could meet the Hon. Colonial Secretary and the Hon. Director of Public Works, and discuss the technical points raised in this report, would possibly result in most of our proposals being adopted before the Bill is read a second time.

V. R. C. CLUB HOUSE.

An application for permission to fix the pipes for two water closets inside the new club house for the Victoria Recreation Club was tabled. It reads thus:—

April 10th, 1908.

Sd.—On behalf of the Victoria Recreation Club we apply for permission to fix the two water

closets in the new Club house in the position already shown on the plan sent to you, and waiving the bye-law No. 7, which provides for the soil pipe being entirely outside. The building in this case, the land at the back of the closets, is the property of the Naval authorities, who would not permit the pipe to go over their land.

We request permission to have the short length of pipe, shown in red, inside the building. It will be always visible so that if anything went wrong it could at once be rectified. The rooms and urinals are all fixed and we are now ready for fixing the soil pipe.—Yours faithfully,

(Sd.), DENISON, RAM & GIBBS.

The Secretary,
Sanitary Board.

RAISING A R.O.F.

Permission to raise the roof of No. 31, D'Aguilar Street to the level of the roofs of the two adjoining houses was applied for by Messrs. Palmer and Turner. The application was as follows:—

Hongkong, 6th April.

Sir,—The owner of the above named house has been served with a notice by the Building Authority to renew the roof of the house which is defective in places. He wishes to raise it to the level of the roofs of the two adjoining houses instead of renewing it at the existing low level, and we beg to request that the Board will recommend an exemption from the provisions of the Ordinance to allow this to be done in the manner shown on the enclosed plan.

Three houses, of which No. 31 is the middle one, were originally erected three storeys in height; subsequently No. 32 was raised to provide a fourth storey 8ft. 6in. in height, and later the two side houses—Nos. 33 and 34—were raised but to a greater height, viz., 11ft. 6in., so that looked at from the front the sky line has a small dip in the centre.

Whether this dip be filled up or retained can make little or no difference to the light and air of the adjoining houses, or houses on the opposite side of the street, while the benefit to the house (No. 31) will be enormous, in that a light and airy floor will be obtained instead of the very low room now existing. The house is owned and occupied by respectable Chinese and the raising of the roof will not mean its occupation by more persons than at present residing there, but will render it lighter and more sanitary.

Dr. Pearce minutely—The proposed additional height will not make any appreciable difference to the lighting of the opposite houses. It will make more difference to the lighting of the room on the second floor at the rear of the yard, but this room has at present no external air and may not be used for habitation even if the definition of external air in the Bill to amend Ordinance 1 of 1903 becomes law.

The Director of Public Works—This is rather a case in which the height of the building should be diminished. Its height is already considerably in excess of one and a half times the width of the street.

CANTON DAY BY DAY.

HOUSE COLLAPSE.

[Exam Our Own Correspondent.]

Canton, 27th April.

On the 25th instant, at 1 a.m., during the heavy rain, a shop dealing in joss sticks, in the Ng Fuk Lane, suddenly collapsed. The policeman, who was on duty in the lane, noticed something being blown down from the roof of the shop by the wind which was then very strong. He proceeded close to the building to investigate, when without warning, it collapsed and he did not have time to escape. The policeman was half buried by the debris, but he could still manage to raise an alarm with his whistle in spite of the pain he was suffering. The policeman in the neighbouring street, in response to the alarm, hurried to the help of their brother officer, who was injured. The Fong Pao Hospital was at once informed through the telephone of the accident, and a doctor with a number of coolies of the hospital hastened to the scene, where six persons were extricated from the debris, all seriously wounded, and were removed to the hospital for treatment.

YUMCHOW BANDITS.

During the recent rising at Yumchow many of the insurgents fled over to Annam for refuge when they were being pursued by the Imperial troops. At the request of the Chinese Government, twenty of the bandits have been arrested in Annam and were recently extradited to Yumchow.

RAILWAY CO'S CALL.

As the Canton Nip's Charitable Institutions were the promoters of the Canton Hankow Railway Company and the first call of subscription at \$100 share was collected by them, the Company has now requested the committees of these institutions to take up the responsibility of collecting also the second call at \$50 a share for the company; but the committees of the institutions have refused to comply with the Company's request.

THE VICEROY'S RETURN.

It is ascertained from mandarin circles that H.E. Viceroy Chang, who is now on a tour of inspection to the East River, will return to Canton on the 4th proximo, as His Excellency is determined to spend only ten days on the present tour.

WICHOW BANDITS.

The Brigadier-General at Wichow has reported to the Canton authorities that, a few days ago, he proceeded to Hong Pa with two regiments of troops to attack the malignant bandits who collected there to the number of several hundreds. The Imperial troops had an engagement with the bandits for a few hours with the result that some ten of the latter were killed and four captured, though they vigorously resisted the troops. During this encounter one of the troops was lost and two others wounded.

Telegrams.

"HONGKONG TELEGRAPH"
SERVICE.

PARLIAMENT FOR CHINA.

SHANSI STUDENTS MOVING.

[By courtesy of the "Shung Po."]

Peking, 27th April.

It is reported that the students of Shansi Province propose to call a mass meeting for the purpose of formulating a memorial for submission to the Imperial Government praying for the establishment of a Parliament.

Later.

Yeung-to, a Hunanese, purposes to get his compatriots to join in a memorial to the Imperial Government urging the fixing of an early date for the establishment of a Parliament.

THE JAPANESE BOYCOTT.

MR. HAYASHI'S REPRESENTATIONS.

[By courtesy of the "Shung Po."]

Peking, 27th April.

On account of the boycott against Japanese trade, the Japanese Minister has repeatedly brought to the notice of the Chinese Government the losses sustained by the Japanese merchants.

Mr. Hayashi's representations are made with a view of lodging a claim for compensation.

CHINESE NATIONAL BONDS.

PROPOSED ISSUE.

[By courtesy of the "Shung Po."]

Peking, 27th April.

Duke Tsai Tae, president of the Board of Revenue, has addressed a communication to the various Provinces advising the proposed issue of National Bonds for China.

[Reuters.]

British Cruiser Beached.

London, 26th April.

The liner *St. Paul* collided with the cruiser *Gladstone* in a snow storm, off the Needles. The cruiser was beached, and now lies on her beam ends. It is feared that twenty bluejackets have perished.

The bows of the liner are damaged.

Later.

The storm in the Channel on Saturday was the most terrific since 1881.

The *Gladstone* is a total wreck.

Four of the crew are reported drowned and thirty-four as missing.

The Fighting on the Indian Frontier.

The Mohmand's losses in the recent fight are computed at 400.

The Funeral of Sir Henry Campbell Bannerman.

M. Clemenceau will attend the funeral service of Sir Henry Campbell Bannerman at Westminster Abbey.

THE undermentioned details arrived in the command per P. & O. s.s. *Suvarna* on 24th instant: Royal Garrison Artillery—Lieut. V. R. Guile (on return from sick leave), 2 women, 6 children; Army Service Corps—1 warrant officer.

A VICTORIA, B.C., despatch of March 27 says: Negotiations are going on at Osaka, Japan, between Mr. Hilliard, vice-president of the Chicago, Milwaukee & St. Paul railroad, soon to be extended to Puget sound, and President Nakabayashi, of the Osaka Shosen Kaisha, as to whether Hongkong, or Daisy, is to be used as the terminus of the trans-Pacific line in the Orient. If Daisy is decided on, a freight arrangement will also be made with the South Manchuria railroad, which taps Manchuria and Siberia. Pending the settlement of this question arrangements regarding freight rates are suspended. Six 9,000-ton steamers are being built by the Japanese line for the American business, three at Nagasaki ship yards and three at Kobe. Owing to delay in installation, the Japanese trans-Pacific service will not be equipped with wireless telegraphic apparatus until July. Two new ports are being opened to foreign trade in Japan. Yokohama, on Owar bay, has been made a port of call by the various trans-Pacific lines, the steamer *Shanmoo*, now in port, being the first vessel to call there. Osaka, the port of the *Millie* coal fields, will be opened April.

The Late Mr. Rennie

THE WIDOW'S PATHETIC NARRATIVE.

SUICIDE WHILE OF UNSOUND MIND.

The much-looked-forward-to and much discussed inquiry into the death of Mr. A. H. Rennie, the late general manager of the Hongkong Milling Company, Ltd., which took place in the harbour on the afternoon of the 14th instant, was opened at the Magistracy, this afternoon.

Mr. J. H. Kemp, presided as Coroner. The juryman empanelled were: Messrs. J. C. Gow, J. H. Seth and T. Hunter.

Mr. G. C. C. Master, of Messrs. Johnson, Stokes and Master, watched proceedings on behalf of Mrs. Rennie. Inspector Langley, of the Water Police Station, was present on behalf of the police authorities. There was a number of interested spectators present.

THE DOCTOR'S EVIDENCE.

Dr. Charles M. Healey, officer in charge of the public mortuary, spoke as to examining the body. On the 15th April, he said, he examined the body of a European man, aged about 50, who was identified to him by Mr. Chard as the body of Mr. Rennie. Cause of death, in witness's opinion, was due to drowning. He held a post mortem examination and found a small gas under the skin, which could have been caused by anything, such as a piece of rope. There was the appearance of a slight injury over the nose. There were no other injuries either internal or external to be found. No disease was apparent. There was an abnormal amount of fluid in the lungs and a considerable avidity of the body, both suggesting drowning.

The Coroner—Any signs of poisoning? Witness—I did not send the stomach to the Government Analyst, but I saw nothing to suggest poisoning.

THE COXSAIN'S STORY.

To Tai, the coxswain of the steam launch Canada, was next called to the stand. He stated that on the 14th instant he was in charge of the Canada. On that day he took his master—Mr. Rennie—out. The Canada left Blake pier at about three o'clock. Soon after leaving witness put the launch full speed ahead, but deceased ordered half speed. Witness next saw deceased waving his handkerchief in the direction of his house at the Peak. After about two minutes' waving, deceased called for some rope. This was about four minutes after they had started. Witness gave him the rope and deceased repaired to his cabin, calling his "boy" with him. There he remained for a while, but later returned to the deck. He paced up and down for a time whistling. When Quarry Bay was reached he called for tea. Just before entering the Lyceum-moyn Pass they passed a Military launch and deceased ordered witness to dip his flag. He again returned to the cabin. As they were entering the Pass witness saw deceased leave the cabin with a black tin box tied round his neck, and jumped into the sea. The assistant coxswain went to his rescue. Witness put his launch astern, at the same time calling out to the seamen to throw a life buoy. The second coxswain then seized him by the clothes, but he was kicked away. By this time the launch had come alongside, and after about five minutes' labouring, they got the body aboard.

The Coroner—Was he floating all the time? Witness—Yes.

Was he supported by anything?—No. My assistant swam to his side, but about two minutes after he had touched the water I never saw him move.

How was it he did not get up?—I don't know why he was floating. I think it was on account of his clothes.

What became of the box?—That was also floating.

When you picked up your master did you pick up the box at the same time?—Yes.

Was the box still attached to his body?—No. It left him after he struck the water.

What did you do after you got your master aboard?—I steamed to Hongkong full speed. On the way I moved his arms and rubbed his stomach. He vomited.

Did he move when he was on board?—No, not at all.

On the way back you blew your whistle to attract attention?—Yes, to get assistance.

And eventually you met the police pier?—Yes, I blew four blasts.

Was your master conscious at all after you got him on board?—No. He never moved.

THE STORY OF HIS RESCUE.

To Yau, the assistant coxswain, next took the stand and told how he attempted to rescue his master from drowning. He remembered the 14th instant. On the afternoon of that day witness was on board the Canada. He then corroborated the first witness's evidence up to the time deceased jumped into the water. "I saw him jump into the sea," said the witness. "I immediately followed him, and seized a life-buoy which was thrown after me. I swam up to him and offered him the life-buoy, but he would not take it. I then said, 'Master, hold this.' He refused, saying, 'No.' I next seized him by the coat, but he kicked me away. He did not move after that. The steam-launch came up then and I, with the assistance of others, got him aboard. An attempt to resuscitate the deceased gentleman followed, but with no result. The signal was then blown, and the flag lowered. The police launch answered the call.

The Coroner—After you got your master on board did he move?

Witness—No.

Was he conscious?—No.

Did you see the black tin box?—Yes.

Where was it?—I saw it when Mr. Rennie left his cabin. He was carrying it in his hands.

What became of it?—I picked it up from the water.

THE BOYS' NARRATIVE.

Sin Ngai, formerly Mr. Rennie's "boy," was next examined. He said he went out with him on the launch on the afternoon of the 14th instant. Witness, soon after the launch left, was called into the cabin and Mr. Rennie asked for a bottle of soda water. Then Mr. Rennie went to the office business. He said he was very sorry to part with Mr. Chard and witness also, who had been long in his service. "If I die," witness said, deceased told him, "Mr. Chard will look after you." Witness asked deceased when he was "going away" or going to die, but got no answer. Here Mr. Rennie picked up a tin box and witness asked him what it contained. Mr. Rennie replied that it contained old letters and that he was taking it across to sink it. Witness then went to get tea ready, which he took to the cabin. Mr. Rennie was then pacing the deck. Later he entered the cabin and poured out some tea. Witness left the cabin and went aft. A little later he heard the coxswain shout out that "his master had jumped into the sea." Witness rushed to the side and saw the second coxswain pushing a life-buoy towards Mr. Rennie, who pushed it away. The steam-launch turned round and picked him up.

The Coroner—Did he drink the tea? Witness—No, nor the soda water.

POLICE EVIDENCE.

Policeman Bird stated at about 4.05 p.m. on the 14th instant, he was on duty in No. 4 police pinnace, when he heard a launch blowing her whistle. Witness steamed in her direction and met the Canada near the man-of-war anchorage. Boarding her witness was told that "Mr. Rennie had jumped into the water." Witness was taken to the starboard side where he found the body lying covered on some cushions. Witness then ordered the Canada's coxswain to steam for the police pier. Artificial respiration was resorted to, pending the arrival of a medical officer, but this had not the desired effect, and the body was taken to the mortuary.

THE CONTENTS OF THE BOX.

Inspector Arthur Langley, of the Water Police Station, spoke to examining the contents of the box which was picked up from the water. No valuables were found. There was, however, a good number of old letters, more or less damaged by water. The letters dated back many years.

MR. CHARD IN THE STAND.

Mr. H. F. Chard, an employee of the Hongkong Milling Company, said that Mr. Rennie worried about the financial affairs of the company. He was much worried, the witness said. In connection with the starting of the concern he (deceased) had a very long and heavy strain. Witness thought him extremely impulsive.

The Coroner—Was he strong-willed? Witness—Very strong, indeed.

THE WIDOW'S STATEMENT.

Mrs. Rennie, widow of the deceased, accompanied by Mrs. G. C. C. Master, entered the Court by way of the Magistracy's chamber. She was dressed in full mourning, but without the widow's weed and looked pale and distressed. She at once entered the witness stand and began her evidence which was given in a tone audible throughout the Court, but at times faltering through emotion from which it was evident the lady suffered. Mrs. Rennie, at intervals, wept in the course of her statement, and ultimately collapsed. During one of her fits of emotion, she had to be attended by Mrs. Master who, with the aid of smelling salts, enabled Mrs. Rennie to proceed with the harrowing details of her melancholy narrative. When she collapsed towards the end she had to be removed from the Court.

In her evidence she stated that four or five days after the general meeting of the Hongkong Milling Co., there came an entire change over the actions of the deceased. Previously, he was a very good sleeper and used often to sleep after tiffin. Latterly, however, he suffered from sleeplessness, and used to read well into the night. On one occasion she awoke in the middle of the night to find deceased in her room pacing the floor. Being questioned he complained of being worried. She tried to console him, without any result. She asked him to tell her his troubles, but all he said was "Business worries; you don't understand," adding that "those who could help me, won't."

One morning while she was dressing she looked into deceased's room and saw him run his fingers through his hair and about "O, God, kill me, kill me!" Then "He won't! He won't!" meaning, she thought, that God would not kill him. She rushed to his assistance and told him that, if he had any troubles, why did he not go to Sir Paul Chater and Mr. Mody and tell them. Deceased said he had, but it was no good. Continuing, witness said deceased was afraid to go out alone.

The Coroner—You say he did not want to go out alone?

Witness—Yes. Sometimes he telephoned to friends to go with him to tiffin. Often he called for "Jackie," his little dog. Witness used to go out with him before, but latterly she did not feel well. The night before his death, witness continued, deceased was at Government House and later dined at the King Edward Hotel. He then returned home quietly and went to bed. Ten minutes later witness called him and told him she was feeling quite sick. He got up to go to her, but dropped, and holding his head with his hands, he picked himself up and went to her bedside. Holding her by the hand, he told her to call him when she wanted him as he would not be asleep. Fifteen minutes later he called her from his bed and said: "Don't be afraid to call me, dear, if you want me, for I am not asleep." He got up very early the next morning and remarked that he had the round of those "bells." He bowed, he could sleep till

twelve. Witness asked him why not. "What is the good of all this you are worn out and tired," she remarked, but deceased made no reply. He got up and went to his wardrobe to get a collar, and, arriving there, he put his arm on the wardrobe door and, resting his head on it, wept bitterly. Witness, pleaded with him to tell her what was all the trouble. She asked him if he wanted her to go and speak to someone to help him. "It's no use," he said. Quietly regaining his composure he went to the telephone and rang up Sir Paul Chater. "I'm coming down to see you this morning," he said, "directly I come to town. I know you're a busy man, but I must see you." She coaxed him to have breakfast, which he took, and then he left the house, bidding her "good-bye."

Mrs. Rennie at this stage was overcome by emotion. With her handkerchief to her eyes, regaining her self-possession, she said, in a subdued tone of voice, "a strong man, an self-reliant, to lose his self-control." Saying this Mrs. Rennie gave way again.

The Coroner—Did he say anything when he placed his head against the wardrobe?

Witness—Yes.

What did he say?—Witness's reply was not audible at the reporter's table.

You received a letter from Mr. Rennie?—Yes.

What time was that?—Between 2.30 and 3 o'clock in the afternoon.

It was in his handwriting?—Yes.

You destroyed that letter?—Yes; it was purely a private letter and had reference to nobody. [This letter, we understand, was a letter of "farewell" from deceased to his wife.]

You dictated the contents of that letter to Mr. Master?—Yes.

The transcript was produced and handed to her, which she acknowledged.

Proceeding, witness said that, the same afternoon, he returned to tiffin and had tiffin in his room. He seemed cheerful enough. [Mrs. Rennie again gave way to tears.]

Witness said, sobbing, to make me believe that he was cheerful. She asked him during tiffin whether, or no, he had seen Sir Paul Chater. He said: "Yes." She asked him what was going to be done. He replied: "Nothing. Only proposals, the same as before."

Witness remarked: "Never mind, you will pull through all right." He had his tiffin and said that he was going out earlier and would return home early; he was tired. Witness accompanied him to the top of the stairs where she kissed him. "Good-bye" and he left. She rushed to the window to see him depart, and again he bade her good-bye. That was the last time she saw him.

Raising her voice at this stage, Mrs. Rennie emphatically declared that she wanted the public to know that her husband was an absolutely honest man, and that any liabilities he incurred were not more than he knew his own personal estate could make right. To-day, she said, she had been served with a writ for \$30,000. As to the right or wrong of that matter that was not the time or place to say, Mr. Rennie's main purport in life was to make Hongkong an industrial port, and self-supporting. He had worked hard for three years. He did his best to promote the welfare of the Company; but after three years of hard toiling, he received a paltry \$30,000. "They have got the Mills now; they have got in now—and they did nothing to help him. He loved work; he loved life! But his life had been thrown away!"

Saying so, she completely lost control of herself and had to be removed from the witness stand. That concluded the evidence.

The Coroner, in summing up, said that the letter Mrs. Rennie had received from her husband was a letter of "farewell" and he did not propose to read it out. The matter the jury had to decide was whether deceased committed suicide while of unsound mind, or not. There was a good deal of direct evidence to show that deceased's mind had had a severe strain in promoting the Company. There was also this to be considered, that he had become subject to sleeplessness. He did not wish to direct the jury, and asked them to consider their verdict.

The jury then retired.

THE JURY'S VERDICT.

After a few minutes' absence the jury returned, when the foreman announced that they considered death was due to suicide while of unsound mind.

RAUB CRUSHING.

Messrs. E. S. Kadoorie & Co. advise us that they are in receipt of telegraphic advices from Singapore informing them that the crushing of the Raub Australian Gold Mining Co. for the last period of four weeks yielded 1,065 ozs. gold from 4,819 tons stone.

TRANSPORT "DUFFERIN."

DEPARTURE FROM HONGKONG.

The undermentioned details left the command on 25th instant per R.I.M.S. Dufferin:—

FOR SINGAPORE.

4 Co. H.K.S. Bn. R.G.A.—Captain G. Badham; Thornhill; Lieutenant D. Percival; Subadar Pir Bux, wife and 4 children; 2 British non-commissioned officers, 1 woman, 1 child; 65 Native other ranks; 2 women, 7 children; 3 followers. Indulgence.—1 Indian tailor, 3rd Middlesex Regiment.

FOR KARACHI.

H. K.S. Bn. R.G.A.—Lieutenant R. de W. Waller (Indulgence); 1st class hospital assistant Hubd. Isack; 66 native other ranks; 4 women, 2 children; 2 followers (Indulgence).

Advance Party from North China (attached 15th Rajput)—Captain H. C. N. Fellowes; 47th Sikhs; hospital assistant; 2 N. C. O's, supply and transport corps; 173 drivers, supply and transport corps.

FOR BOMBAY.

Miscellaneous.—5 Batters (on completion of duty with British troops on board).

"STOPPING CATTLE"

IMPORTANT CORRESPONDENCE SUBMITTED AT SANITARY BOARD MEETING.

Correspondence relative to stopping of cattle with water and green stuffs was submitted at the meeting of the Sanitary Board this afternoon. The correspondence is appended:—

15th March, 1928.

Sir,—We beg to bring to your notice the present very unsatisfactory condition of the important cattle trade between Hongkong and the Philippine Islands. Cattle from Hongkong have to compete against cattle imported from Indo-China, and latterly such competition has been very much to the detriment of the former. This is attributed to the fact that, a large proportion of the cattle from Hongkong arrive suffering from diarrhoea and in poor condition, consequent on the barbarous custom in vogue here of stuffing the beasts with water and green stuffs shortly before weighing in to sellers in order to get the greatest advantage possible out of the sales. The practice of forcing food and water down the beasts' throats is, we understand, carried out in the cruellest manner, and we beg to suggest that, you cause an investigation to be made, and if the information prove correct, that a special Ordinance be introduced making the practice an offence punishable by imprisonment, without the option of a fine. The local cattle dealers assure us that they have exhausted their efforts in trying to stop the practice, offers to pay higher prices, and threats, proving of no avail. We are convinced, therefore, that drastic methods must be adopted. We need hardly point out to you the importance to this Colony of this trade in cattle, and the very many interests that are seriously affected by the falling off in their exportation. We, therefore, earnestly request you to give our suggestions your serious consideration in order to put the trade once more on a firm footing.—We have, etc.,

JARDINE, MATHESON & CO.
SHEWAN, TOMES & CO.
BUTTERFIELD & SWIRE.

Hon. Mr. F. H. May, C.M.G.,
Colonial Secretary,
Hongkong.

The matter was referred to the proper authorities for report. The report of the various officials we give below.

The Inspector in charge of the Cattle Depot reported:—Soon after I returned from leave in June last year, Dr. Clark, acting C.V.S., intimated to me for information and action some correspondence which was the result of a paragraph which appeared in one of the newspapers about this same matter, and since that time I have been frequently in the Cattle Depot between 3 and 6 a.m., usually on weighing mornings, with the result that:—

At 5 a.m. on 9th July last, I arrested one cow "boy," and charged him with cruelty. Fined \$5, or two months' hard labour. At 5.15 a.m. on 24th August last I arrested one cow "boy," same offence. Fined \$5, or 6 weeks' hard labour. At 4.30 a.m., 21st January, arrested one cow "boy," same offence. Fined \$5, or 6 weeks' hard labour.

In each case the fine was paid. Since that time, I have tolerated as usual in the depot (when I am on night duty), but have seen no suspicious movements, in fact, now if a cow "boy" waters an animal before daylight, he leads the animal to the watering trough with one hand and carries a lighted lamp in the other, and I am sure that an enquiry will elicit the fact that if the information which led to this complaint was received by the complainants within the last six weeks it will be found incorrect.

The Colonial Veterinary Surgeon wrote:—I have gone into this question of drenching as carefully as I can, and I do not find that the statements made by any of those in the cattle trade bear out the assertions made in the cattle shipper's letter.

The Chinese cattle dealers admit that at one time the practice was common, but say that it has now ceased. They state that they give their cattle rice congee and a watery mixture of boiled sweet potatoes with a little salt in it; they reckon about 2 oz. of salt to four bullocks. This mixture is given them to drink out of a bucket and not forced down their throats. I have seen this being given.

The Filipino cattle dealers say that there is a large quantity of salt given to the bullocks and also a nut of some kind is ground up and given to the cattle to make them thirsty. For proof of the latter statement I have sought in vain. There is no doubt that some salt is given.

The position of affairs now, so far as I can ascertain, is that there is no drenching but that boiled sweet potatoes and rice are given with a little salt. I have examined and tasted many samples of the mixture and I have not found an excessive amount of salt. Even the small quantity the Chinese dealers admit would tend to make the cattle drink more. As to green stuffs, the only green stuffs given is grass. Of this, the bullocks will often eat a large quantity which would give them a mild diarrhoea. Especially at this time of year, when grass is scarce, and rice straw is practically the only food, a more than ordinary amount is likely to be greedily eaten when it is offered. This grass is coarse stuff cut, at this time of year, from the sides of mounds or near water courses. Knowing the bullocks' propensities, the Chinese owner is likely to take advantage of it before weighing.

One large source of trouble is the seven days quarantine for all cattle going to Manila. The cattle lose flesh all the time they stand in the depot and do not thrive. The Chinese bullock is an open air animal, and his first week of confinement kills pretty heavily on him, especially as it is very often preceded by a long journey either by road or by junk, or even by steamer. This quarantine is, I am convinced, the source of the whole trouble which I feel

Today's Advertisement.

THE CHAMBER OF MILKS LABOUR IMPORTATION AGENCY, LIMITED.

having been placed in voluntary liquidation, the business assets and liabilities of the aforementioned Agency have been taken over by THE WITWATER AND NATIVE LABOUR ASSOCIATION, LIMITED.

All accounts in future to be rendered in the name of the above mentioned Association.

H. W. KEMPSTER,
General Manager in China.
Hongkong, 28th April, 1928.

sure cattle suffers from diarrhoea on board ship and land in Manila in poor condition.

The bylaw might be strengthened as the complainants suggest, but the fines imposed have been very heavy and I think have answered the purpose.

The Colonial Secretary in a minute enquired what the Colonial Veterinary Surgeon meant by "strengthening the bye-law" and asked whether he had any suggestions to offer.

The C. V. S. replied:—By "strengthening the bye-law" I meant that the offence could be made punishable by imprisonment without the option of a fine. I would suggest that this be done.

I beg also to suggest that the giving of salt in any shape be forbidden under the penalty of a fine.

FLORIDA WATER TRADE MARKS.

VERDICT FOR THE DEFENDANTS.

A verdict of "Not guilty" was returned by the jury late yesterday afternoon in the case in which the three merchants—Leyong Chak Chau, Fung Fuk Tin and Lam Shan Ting—of the Kwong Sang firm, who were charged, at the instance of Messrs. Lauman and Kemp, of New York, with infringing their Florida water trade-marks, (2) selling Florida water with a false trade-mark, and (3) with applying a false trade description to the bottles.

Mt. M. W. Slade, instructed by Mr. F. B. Deacon, of Messrs. Deacon, Looker and Deacon, appeared for the prosecution. Sir Henry Berkeley, K.C., instructed by Mr. H. K. Holmes, was retained for the defence. Mr. W. Rees Davies, Attorney-General, watched the case for the Crown.

The juryman empanelled were: Messrs. W. C. Logan (foreman), F. G. Chuan, H. J. Stephens, Geo. Hunter, E. B. Raymond, John Lemm and R. Pestonji.

Counsel's address to the jury concluded at about four o'clock. The Chief Justice (Sir Francis Pigott) then summed up at length. He said that there was no suggestion that the plaintiffs claimed the exclusive right to the words "Florida water." Florida water, he said, in the familiar Florida water bottles was common property. Furthermore he was disposed to say that floral designs were also common property with regard to Florida water labels—the whole idea being to convey that the scent came from the extract of flowers. What the jury had to decide, however, was whether the two labels resembled each other. That question they were to decide as "reasonable men."

With regard to the words "Florida water" on the labels the Chief Justice stated that the type was absolutely identical, and its position was identical on both labels. There had been a deal of talk about "the careless customer," and "the reasonable man, and the clever man," and the jury were to consider whether, one of themselves, or one of their household, would be likely to be deceived by the labels—not the careful dealer, but the ordinary, average customer. He had certain questions to put to them—questions which the jury would have to consider before they could enter their verdict.

Sir Henry said he thought it was a question for a verdict—guilty or not guilty.

The Chief Justice—It is absolutely essential—

Sir Henry observed that a verdict from the Court was not wanted, but from the jury. If they (the jury) thought that a man could be deceived by the two girls on the defendants' labels then the defendants were guilty.

His Lordship—I don't think that would be quite fair to your clients.

Sir Henry—You cannot make a jury return a special verdict.

His Lordship—I think the questions ought to be put to the jury.

Sir Henry—You cannot make them answer them.

His Lordship—That is so, I shall put these questions to the jury, which, as Sir Henry says, I cannot insist upon your answering.

The questions for the consideration of the jury were whether the trade mark used by defendants so closely resembled that of the plaintiffs as to be calculated to deceive and as to whether the trade description being false they had taken every reasonable precaution and that there was no intention to defraud on the part of the defendants.

This concluded the Chief Justice's address, and the jury retired to consider their verdict. They were away for about twelve minutes. On returning to the box the foreman announced that they had found the defendants not guilty by a majority of 6-1.

Sir Henry Berkeley: I ask your Lordship to exercise your power in awarding costs against the prosecution.

His Lordship: I think it is the biggest fraud I ever came across in this Colony. I shall certainly not award costs.

The Sessions were then adjourned sine die.

ACCORDING to a Washington despatch of April 23, the Japanese Government has formally lodged with the British Department an astounding series of charges against Willard D. Straight, United States Consul-General at Mukden.

It charges that Straight is a drunken brawler and a scoundrel. Secretary Root considers the charges to be preposterous.

Intimations.

THE ROBINSON PIANO CO. LD.

ARE OFFERING AT VERY LOW PRICES A FEW HIRE PIANOS IN Excellent Condition.

NEW SUPPLY OF TALKING MACHINES ON EASY PAYMENT SYSTEM.

Large Selection of RECORDS.

FURTHER SUPPLY OF THE "MERRY WIDOW" Waltz.

NOW ON HAND.

PEAK TRAMWAYS COMPANY LIMITED.

TIME TABLE.

WEEK DAYS.

NIGHT CARS.

SUNDAYS.

SPECIAL CARS BY ARRANGEMENT at the Company's Office, ALKANDRA BUILDING, Des Voeux Road Central.

JOHN D. HUMPHREYS & SON, General Managers.

F. BLACKHEAD & Co., SHIP-CHANDLERS, SAILMAKERS, CO-1 AND PROVISION MERCHANTS, NAVAL CONTRACTORS AND GENERAL COMMISSION AGENTS.

GROUND FLOOR, ST. GEORGE'S BUILDING, HONGKONG.

SOAP AND SODA MANUFACTURERS.

SOLE AGENTS FOR HARTMANN'S RAHTJEN'S GENUINE COMPOSITION RED HAND BRAND, HARTMANN'S GREY PAINT, DAIMLER'S PATENT MOTOR LAUNCHES.

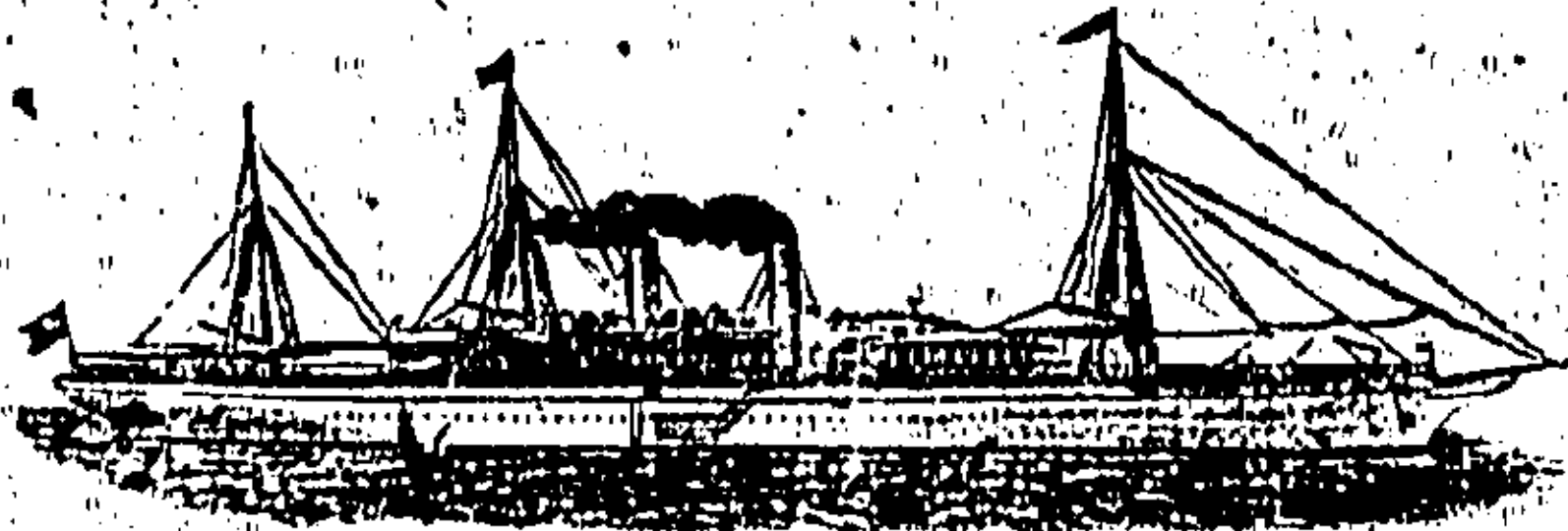
SOLE AGENTS FOR FERGUSON'S SPECIAL DREAM WHISKY.

EVERY KIND OF SHIPS STORES AND REQUISITES ALWAYS IN STOCK.

REASONABLE PRICES.

100, 100, 100.

Shipping—Steamers.

CANADIAN PACIFIC RAILWAY COY'S
ROYAL MAIL STEAMSHIP LINE.

Luxury—Speed—Punctuality.

The only Line that maintains a Regular Schedule Service of under Eleven Days across the Pacific is the "Empress Line." Saving 5 to 10 Days Ocean Travel.

11 Days YOKOHAMA TO VANCOUVER. 15 Days HONGKONG TO VANCOUVER.

R.M.S.	Tons	LEAVE HONGKONG	ARRIVE VANCOUVER
"EMPRESS OF JAPAN"	6,000	THURSDAY, May 7th	May 25th
"GLENFARG"	5,700	WEDNESDAY, May 20th	June 18th
"EMPRESS OF CHINA"	6,000	THURSDAY, June 4th	June 22nd
"LENNOX"	3,700	WEDNESDAY, June 17th	July 16th
"EMPRESS OF INDIA"	6,000	THURSDAY, July 2nd	July 20th
"MONTEAGLE"	6,100	WEDNESDAY, July 15th	Aug. 8th

S.S. "LENNOX" and "GLENFARG" are Freighters only and do not carry Passengers.
 "EMPRESS" steamships depart from Hongkong at 4 P.M. S.S. "MONTEAGLE,"
 "LENNOX" and "GLENFARG" at 12 Noon.

S.S. "LENNOX" and "GLENFARG" are Freighters only and do not carry Passengers. "EMPRESS" steamships depart from Hongkong at 4 P.M., S.S. "MONTEAGLE," "LENNOX" and "GLENFARG" at 12 Noon.

THE Quickest route to CANADA, UNITED STATES AND EUROPE, calling at SHANGHAI, NAGASAKI, (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA, AND VICTORIA, B.C., and at QUEBEC, with the Company's New Palatial "EMPRESS" Steamships, 14,500 tons register. The through transit to LIVERPOOL being 22 days, from YOKOHAMA, and 29 days from HONGKONG.

Hongkong to London, via St. Lawrence River Lines or New York 27 1/2 days. Hongkong to London, intermediate on Steamers, and 1st Class on Railways, via St. Lawrence 40. Via New York 42.

First-class rates include cost of Meals and Berth in Sleeping Car while crossing the American Continent.

R.M.S. "MONTEAGLE" carries "Intermediate" Passengers only, at Intermediate rates, affording superior accommodation for that class.

Passengers Booked through to all points and AROUND THE WORLD: SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Hand Books, Rates of Freight and Passage, apply to D. W. CRADDOCK, General Traffic Agent for China, Hongkong, 28th April, 1908.

Corner, Pedder Street and Praya.

Telephone No. 61, Hongkong, 28th April, 1908.

JARDINE, MATHESON & CO., LD., General Managers.

Hongkong, 28th April, 1908.

CHINA NAVIGATION CO., LIMITED.

FOR STEAMERS TO SAIL

AMOI & SHANGHAI "YINGCHOW" 1st May, 4 P.M.

SHANGHAI "SHAOSHING" 2nd "

MANILA, ZAMBOANGA & AUSTRALIA "CHINGTU" 11th "

MANILA and TIENTSIN STEAMERS have superior Passenger accommodation with Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon.

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the Staterooms. A duly qualified Surgeon is carried. Cargo booked through for all Australia, New Zealand and Tasmanian Ports.

SHANGHAI STEAMERS have good Saloon Passenger accommodation and take cargo on through Bills of Lading to all Yangtze and Northern China Ports.

Reduced Saloon Fares, Single and Return, to Manila and Australia.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, AGENTS.

Hongkong, 28th April, 1908.

HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila—Saloon staterooms—Electric Light—Perfect Cuisine—Surgeon and Stewardsess carried.

All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamship. Tons. Captain. For. Sailing Dates.

ZAFIRO 3540 R. Rodger MANILA SATURDAY, 2nd May, at Noon.

RUBI 3540 Almond " SATURDAY, 9th May, at Noon.

For Freight or Passage, apply to SHEWAN TOMES & CO., GENERAL MANAGERS.

Hongkong, 24th April, 1908.

HONGKONG-NEW YORK.

AMERICAN ASIATIC STEAMSHIP CO.

FOR NEW YORK.

(With Liberty to Call at the Malabar Coast.)

Steamship "LOWTHER CASTLE" On or about the 31st May, 1908.

For Freight and further information, apply to SHEWAN, TOMES & CO., General Agents.

Shipping—Steamers.

THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL AMERICAN AND SOUTH AFRICAN PORTS.)

THE Steamship "DEVANHA"

Captain T. H. Hyde, R.N.R., carrying His Majesty's Mails, will be despatched from this for BOMBAY, &c., on SATURDAY, the 2nd May, at Noon, taking Passengers and Cargo for the above Ports in connection with the Company's S.S. Mongolia, 9,500 tons, from Colombo, Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into the Mail steamer proceeding direct to Marseilles and London, other Cargo for London, &c., will be conveyed from Bombay by the R.M.S. Avala, due in London on 13th June, 1908.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

For further Particulars, apply to F. J. ABBOTT, Acting Superintendent.

Hongkong, 20th April, 1908.

FOR SAN FRANCISCO VIA PORTS.

THE Steamship "CLAN MACMILLAN"

will be despatched for the above Ports on the 7th May, 1908.

For Freight, apply to S. J. E. WATSON, TOMES & CO., Agents.

Hongkong, 2nd April, 1908.

REGULAR STEAMSHIP SERVICE TO NEW YORK,

VIA PORTS AND SUEZ CANAL.

(With Liberty to Call at Malabar Coast.)

PROPOSED SAILINGS FROM HONGKONG.

FOR BOSTON AND NEW YORK: S.S. "SATSUMA" 9th May, 1908

For Freight and further information, apply to DODWELL & CO., LIMITED, Agents.

Hongkong, 24th April, 1908.

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP COMPANY.

Connecting at Tacoma with NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR VICTORIA, B.C. AND TACOMA, WASH.

VIA MOI, KOBE AND YOKOHAMA.

Steamer. Tons. Captain. Sailing.

Kumic 6,232 Cowley 14th May, 1908.

Shawmut 9,606 E. V. Roberts 3rd June.

Tremont 6,606 W. T. Garlick 19th June.

Superic 6,232 Shotton 14th July.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE, ELECTRIC LIGHT, DOCTOR AND STEWARDESSE.

The twin-screw s.s. Shawmut and Tremont are fitted with very superior accommodation for first and second class passengers. The large size of these vessels ensure steadiness at sea. Electric fan in each room. Barber's shop and steam-laundry. Cargo carried in cold storage.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information, apply to DODWELL & CO., LIMITED, General Agents.

Queen's Buildings, Hongkong, 23rd April, 1908.

STEAM TO CANTON.

THE New Twin Screw Steel Steamers

"KWONG TUNG" Capt. H. W. WALKER.

"KWONG SAI" Capt. E. S. CROWE.

Leave Hongkong for Canton at 9 every evening, (Saturday excepted).

Leave Canton for Hongkong at 5.30 every evening, (Sunday excepted).

These Fine New Steamers have unequalled accommodation for First Class Passengers and are lit throughout by Electricity. Electric Fans in First Class Cabins.

Passage Fare—Single Journey.....\$1.25 each Meals.....\$1.25 each

The Company's Wharf is situated in front of the New Western Market, opposite the old Harbour Office.

YUEN ON S.S. CO., LD., and SHIU ON S.S. CO., LD., No. 2, Queen's Road West.

Hongkong, 2nd July, 1904.

Shipping—Steamers.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOOCHEW.

THE Company's Steamship "HAICHING"

Captain Hodgins, will be despatched for the above Ports, on FRIDAY, the 1st proximo, at 10 o'clock A.M.

For Freight or Passage, apply to DOUGLAS LARPAIK & Co., General Managers.

Hongkong, 27th April, 1908.

"SHIRE" LINE OF STEAMERS, LD.

FOR LONDON, HAMBURG AND ANTWERP.

THE Steamship "DENBIGHSHIRE"

will be despatched for the above Ports, on or about the 15th May, 1908.

For Freight or Passage, apply to SHEWAN, TOMES & Co., Agents.

Hongkong, 16th April, 1908.

TO LET.

NO. 4 and 8, LEIGHTON HILL ROAD.

Apply to HONGKONG AND KOWLOON LAND AND LOAN CO., LD., No. 8, Queen's Road West.

Hongkong, 30th March, 1908.

TO LET.

A HOUSE in KNOTSFORD TERRACE, Kowloon.

No. 3, CANTON VILLAS. Apply to THE HONGKONG LAND INVESTMENT & AGENCY CO., LD., Hongkong, 1st April, 1908.

TO LET.

HOUSES in AUSTIN AVENUE, Kowloon, Immediate Possession.

Apply to A. RAYMOND, C/o S. J. David & Co., Hongkong, 23rd March, 1908.

TO LET.

CHAMBERS in No. 7, WYNDHAM STREET, late Hotel Baltimore, rent moderate.

First Floor of No. 6, QUEEN'S ROAD, Central, containing 6 Rooms and Servants' Quarter.

ONE ROOM with Verandah and a SMALL ROOM on the Second Floor of No. 8 DES VUEX ROAD CENTRAL, above our office, suitable for Business Premises or Dwelling.

Apply to DAVID SASSOON & Co., LD., Hongkong, 6th April, 1908.

TO LET.

ONE FOUR-ROOMED HOUSE, at PRAYA EAST, near East Point.

Apply to JARDINE, MATHESON & CO., LD., Hongkong, 21st March, 1908.

TO LET.

HATHERLEIGH, CONDUIT ROAD.

OFFICES in YORK BUILDING, GODOWNS in PRAYA EAST, BLUE BUILDINGS, and No. 169, DES VUEX ROAD next to the Hongkong Hotel.

FLATS in MOUNTAIN TERRACE.

OFFICES on 2nd FLOOR, No. 2, CONNAUGHT ROAD, facing the Cricket Ground.

No. 10, DES VUEX ROAD CENTRAL, 1st Floor.

HOUSES in WONG-NEI-CHONG ROAD.

Apply to THE HONGKONG LAND INVESTMENT & AGENCY CO., LD., Hongkong, 10th April, 1908.

TO LET.

4-ROOMED HOUSES in GAP ROAD near the Race Course within easy access to the Lower Level Tramway. Rent very moderate.

FLATS for Europeans in WILD DELL BUILDINGS, No. 147, Wanchai Road.

Apply to PERCY SMITH & SETH, Hongkong, 16th December, 1907.

Intimations.

PABST BREWING COMPANY, MILWAUKEE.

FRESH SUPPLIES ALWAYS KEPT IN STOCK BY SIEMSEN & Co., Agents for HONGKONG & SOUTH CHINA.

Hongkong, 20th July, 1907.

GREEN ISLAND CEMENT COMPANY, LIMITED.

PORTLAND CEMENT.

In Casks of 375 lbs. net \$5.50 per Cask ex Factory.

In Bags of 50 lbs. net \$8.35 per Bag ex Factory.

SHEWAN TOMES & Co., General Managers.

Hongkong, 28th April, 1908.

HONGKONG AVERAGE MARKET PRICES.

Corrected 25th April, 100 cts. per 5 lbs.

BUTCHER MEAT.

Beef—Prime cut—Mei Lung Pa B

"Comed—Ham Ngau Yuk

"Roast—Shiu

"Breast—Ngau Lam

"Soup, Tong Yuk

"Steak—Ngau Yuk Pa

"Sirloin—Ngau Lau

"Sausages—Ngau Yuk Chang

Bullock's Brains—Know per set

"Tongue fresh—Ngau Li each

"Comed—Ham Ngau Li

"Head—Ngau Tai

"Heart—Ngau Sum per lb

"Hump, Salt—Ngau Kin

"Feet—Ngau Keok each

"Kidneys—Ngau Yiu

"Tail—Ngau Mei

"Liver—Ngau Con

"Tripe (undressed)—Ngau To

Calves' Head and Feet—Ngau-chai-tau-keok set

Mutton Chop—Yeung Pai Kwat

"Leg—Yeung Pei

"Shoulder—Yeung Shau

"Figs' Chutlings—Chi cheong

"Brains—Chi Kwok per set

"Feet—Chi Keok

"Fry—Chi Chak

"Head—Chi Tau

"Heart—Chi Sum each

"Kidneys—Chi Yiu pair

"Liver—Chi Kon

"Pork, Chop—Chi Pai Kwat

"Comed—Ham Chu Yuk

"Leg—Chu Pei

"Fat or Lard—Chu Yau

Sheep's Head and Feet—Yeung Tau

"Keok set

"Heart—Yeung Sum each

"Kidneys—Yeung Yiu

"Liver—Yeung Con

Sucking Pigs, To Order—Chu Chai

Suet Beef—Sang Ngau Yau

"Mutton—Sang Yeung Yau

Veal—Ngau Chai Yuk

"Sausages—Ngau Chai Yuk Tong

POULTRY.

Chicken—Kai Chai

Capons, Large, Small—Sin Kai

Ducks—Ap

Doves—Pan Kau

Eggs, Hen—Kai Tan per doz

Fowls, Canton—Kai

"Hainan—Hoi Nam Kai

Geese—Ngo

Geese, Wild Shanghai—Sheung Hoi Ye

"Ngo pair

Musk Deer—Wong Keng each

Hare—Tu Chai

Partridge—Che Khoo

Pheasant—Shan Kai pair

Pigeons, Canton—Pak Kup each

"Hoihow—Hoihow Pak Kup

Quail—Um Chiu

Rice Birds—Wo Fa Cheuk dozen

Saipes—Sa Chui each

Turkeys, Cock—Fo Kai Kung per lb

"Hen—Na

Wild Ducks, Shanghai, Sulap pair

Teal, Shanghai, Sul Ap Chai

Wild Ducks Canton—Sang Shing Sui Ap per pair

FISH.

Barbel—Ka Yu

Bream—Bin Yu

Canton Fresh Water Fish—Hoi Bin Yu

Carp—Li Yu

Catfish—Chik Yu

Codfish—Mun Yu

Crabs—Hoi

Cuttle Fish—Muk Yu

Dab—Sa Mang Yu

Dace—Wong Mei Lun

Dog Fish—Trit To Sa

CONNAUGHT

Marc

Beale, E.
 Berry, Mr. and Mrs. F.
 J. and child
 Bullock, E.
 Byrom, F.
 Cressy, Mr. and Mrs.
 Dale, B. D.
 Drumpton, W. J.
 Brunwald, L.
 Eareley, R. S.
 Holmes, H. S.
 Lough, Dr.
 Mack, Mrs. C. M.
 Kelly, W. H.
 Langford, Mr. & Mrs.
 Linger, Miss L.

PEARL

Armstrong, Mr. & Mrs.
 Armstrong, J.
 Austin, F.
 Burton, Major
 Butler, Mrs.
 Chalmers, J.
 Cobley, Mr.
 Connelley & Mrs. B. E.
 Connell, Mr. and Mrs.
 Daniel, Mr.
 Darling, Col.
 Dehnhardt, Mr.
 Dooner, Capt.
 Ellis, Mrs.
 Evans, Miss
 Falconer, Mr.
 Finch, Capt. and Mrs.
 Fremantle, Mrs. and
 maid
 Fuchs, Mr.
 Galbraith, Mr.
 Gelschows, H. T.
 Gompers, H. H.
 Greenhill, L. S.
 Hall, J.
 Hanson, Mr. and Mrs.
 Hill, F.
 Holt, Mr. and Mrs. P.
 Hill, E. E.
 Hockaday, W. T.

May, H. J.
 Merlin, Capt. J. A.
 Nwanson, S.
 Perkins, C. B.
 Sears, W. A.
 Shiley, S. E.
 Silva-Vente, Mr. and
 Mrs. A. F. B. and
 child
 Stapleton, Mr. & Mrs.
 F. W.
 Stapleton, Master F.
 W.
 Thomson, J. W. D.
 Tom, Mr.
 Weill, B.

KOWLOON

Allen, C. S.
 Morris, J.

Or
Qs
Pg

CAPTAIN.	LAST REPORTED AT
T. T. K. Fuller	Shanghai
L. H. Edwards	Miri Bay
C. Ryan	Hongkong
Erskine	Miri Bay
on R. O. B. Bridgeman	Yangtse
ander F. B. Noble	Yangtse
S. L. Majendie	Shanghai
Nilsson, R.M.	Hongkong
C. D. S. Kalke	Shanghai
ander A. L. Gresson	Shanghai
and Nugent	Shanghai
ander W. H. Darwall	Hongkong
ander Dickens	Hongkong
ander C. A. Fremantle	Hongkong
A. Marecaux	Hongkong
on Baker	Hongkong
ander S. H. Tennyson	Yangtse
F. H. Walter	Hongkong
J. Smith	Hongkong
ander C. C. Walcott	Hongkong

Mallin Tichell

Commander A. A. Tucker	001	Yangtze
Commander Alan Dixon	002	Yangtze
Capt. R. H. S. Stokes	003	Hongkong
Commander H. R. Godfrey	004	Hongkong
Commander H. T. Attlay	005	Yangtze
Commander Stevenson	006	Shanghai
Commander H. P. Douglas	007	Hongkong
Commander J. Kiddle	008	en route Bernao
Commander J. F. Knox	009	Yangtze
Lt. H. R. V. Cottrell-Dormas	010	Yangtze
Commander G. R. Livingstone	011	Yangtze

in-Chief.

STANDING OFFICERS.		LAST REPORTED AT
Commander Fournier	001	Shanghai
Commander Board	002	Hongkong
Commander Schuchas	003	Saigon
Commander Burns	004	Shanghai
Commanderault	005	Yokohama
Commander Maudreville	006	Upper Yangtze
		Tientsin

1977-1978

[illegible]

